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ATLANTIC FISHERMAN

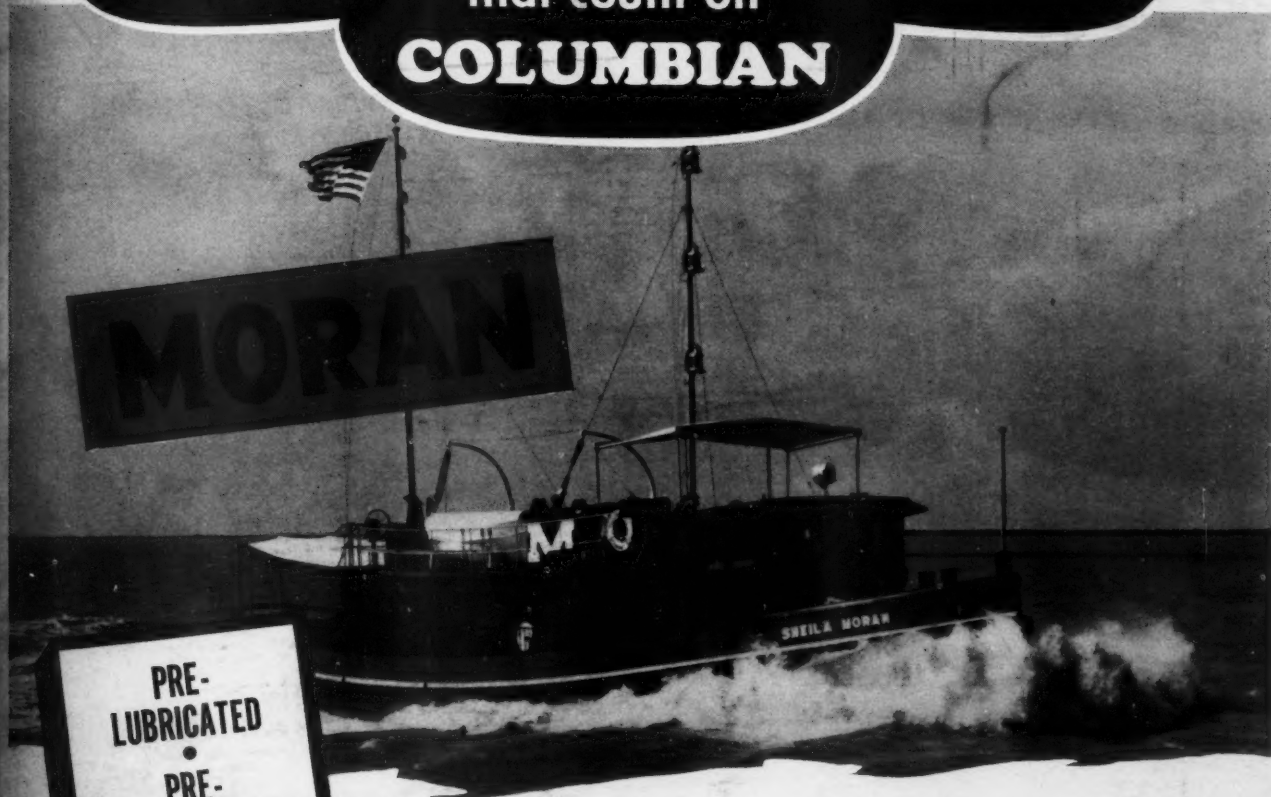
VOL. XXII

Registered U. S. Patent Office
AUGUST, 1941

NO. 7

FAMOUS FLEETS

that count on
COLUMBIAN



PRE-
LUBRICATED
•
PRE-
WATERPROOFED
•
QUALITY
CONTROLLED
every step
of the way!

You can identify Co-
lumbian Rope by the
Red, White and Blue
surface markers.

MORAN, "The Largest Fleet of Its Kind in the U. S.," continues to expand—despite the fact that many former members of that fleet are now in government service. . . . The Sheila Moran is the first of the latest group of smooth-performing towboats to enter the service of the Moran Towing and Transportation Company, leader in a construction program embracing six new craft . . . and, like the rest of the Moran fleet, the Sheila and her new sister ships use smooth-

performing Columbian Tape-marked Pure Manila Rope. . . . Towing work imposes the most severe test on Manila hawsers and lines. . . . This rugged dependability of Columbian makes it a favorite not only with many towing companies but also with the fishing trade.

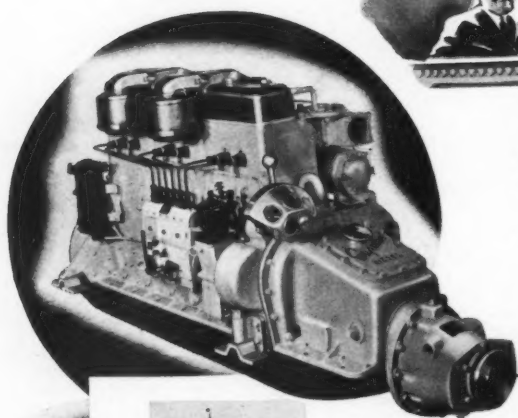
COLUMBIAN ROPE COMPANY
AUBURN, "The Cordage City," NEW YORK

COLUMBIAN TAPE-MARKED PURE MANILA ROPE

Boston Office and Warehouse

38 Commercial Wharf

"GENTLEMEN OF THE JURY— HAVE YOU REACHED A VERDICT?"



IT IS a simple matter to accumulate a lot of glowing testimonials from new owners, but when old owners come through with unsolicited "bouquets" after years of intimate association with a product, that's a tribute worth broadcasting.

The SUPERIOR high-speed Diesel marine engine was introduced to a dubious and uninitiated public in 1935. Enthusiastic letters from owners came in regularly as production increased. These were most welcome and encouraging, but the important question was, "What will the verdict be three, four, five years hence?"

Here is the answer to that vital question—the 1941 opinions of owners of 1935, 1936 and 1937 SUPERIOR Diesels which even then were so advanced in design and revolutionary in performance that they are still modern today.

HERE ARE THE VOTES OF "TWELVE GOOD MEN AND TRUE." THERE ARE SCORES MORE LIKE THEM!



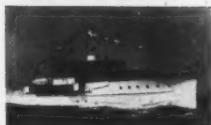
BOSTON, MASS.

"The SUPERIOR Diesel engine has given very satisfactory service to date. We were particularly pleased with its performance during the New England Hurricane, when our captain had to take the boat out to sea and keep her going all through the gale."



GREENWICH, CONN.

"These engines have been in operation since the boat was built 3 1/2 years ago. North in Summer and South in the Winter, giving excellent service during that time. I can highly recommend them for their performance."



CHICAGO, ILL.

"Four years or seasons of running, and the best motors on Lake Michigan, and I mean it. Gladly have any interested person take a ride in Summer season when operating."



PHILADELPHIA, PA.

"Have put a lot of miles on these engines since 1936 and they run beautifully, still. Feel sure they should last 20 years. Engines have made three round trips Maine to Florida and will do so again this summer."



EDGEWATER, N. J.

"Engine six seasons in commission. Repairs, valves ground once. Engine failures, none. Boat under charter several times with inexperienced captain. Engine gave perfect service."



SEATTLE, WA SH.

"Very fine power plant and very nice people to do business with."



LONG ISLAND, N. Y.

"The above engine has proved satisfactory in every respect and is still in perfect condition after five years' hard service."



MIAMI, FLORIDA

"This engine is four and one-half years old and has run approximately 110,000 miles without a breakdown."



SAN DIEGO, CAL.

"Well pleased with the SUPERIOR engine. Always ready to go, easy to start, and very low upkeep. Have never missed a day's fishing from engine trouble. My next engine will be a SUPERIOR."



MOREHEAD CITY, N. C.

"Engines are in perfect condition, run like a clock, and always ready. Economical on fuel and lube oil. Our dealings with company have always been satisfactory, quick and excellent service. Never dealt with better people."



MORGAN CITY, LA.

"I am satisfied with this 100 H.P. SUPERIOR. It has given me more power and speed than I expected and is economical and easy to run. I cannot say anything against SUPERIOR."



POST FALLS, IDAHO

"This engine has been very satisfactory in our boat. We can never speak too highly of its dependability and economy."

THE PROOF OF AN ENGINE IS IN THE RUNNING!

THE NATIONAL SUPPLY COMPANY... SUPERIOR ENGINE DIVISION

SALES OFFICES: Springfield, Ohio; Philadelphia, Penna.; New York, N. Y.; Los Angeles, Cal.; Jacksonville, Fla.; Houston, Texas; St. Louis, Mo.; Fort Worth, Texas; Tulsa, Okla.; Boston, Mass. FACTORIES: Springfield, Ohio; Philadelphia, Penna.

The WOLVERINE

is Practically Fool-proof

says Capt. Lafford

of the "AMERICA"

The "America" had her first Wolverine installed in 1930 as a result of its reputation as an economical engine. Ten years of hard service proved its merit, and in 1940 a larger, 175 hp. Wolverine engine was installed.

The new engine has been running continuously for six months, and a wrench never has been used on it yet. Says Capt. Gilbert Lafford: "There's less to go wrong on a Wolverine than on any other engine I know. In fact, it's practically fool-proof."

The Captain of "America" is just another example of the many satisfied users of Wolverine Diesels. Have you considered the advantages of Wolverine for your boat? Write for Catalog No. 135.



The 74' Gloucester, Mass. dragger "America", Capt. Gilbert Lafford. Capacity 90,000 pounds. Powered by a 5 cylinder, 9 1/4 x 14, 175 hp. Wolverine Diesel engine.

Wolverine Motor Works, Inc. — Union Ave., Bridgeport, Conn.

Other New Bedford products for the fishing industry are:

"New Bedford" Manila Rope

"New Bedford" Manila Rope ("Copper Clad")

"New Bedford" Manila pot-warps ("Copper Clad")

"New Bedford" Manila lobster twine ("Copper Clad")

"New Bedford" Manila tarred fishing cables

"New Bedford" Manila tarred rope

Tarred hemp lanyards, marline, rope and ratline



"There's a lotta kinks to this fishin' business, young fella"

But there are a lot fewer kinks on boats equipped with "New Bedford" Manila. That's because we take extra pains to get the right blend of fibers, the right mixture of lubricants, the right twist and the right lay for fishermen's use. Making rope that has less tendency to kink when wet is an important part of that job. But we don't "go overboard" for that one quality alone; "New Bedford" Manila embodies the right blend of qualities

—strength, water resistance, long life, flexibility, toughness and smoothness.

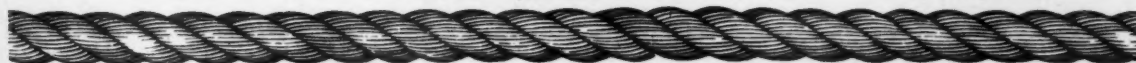
Our mill is still right where it always has been for 99 years—within gunshot of the New Bedford fish piers—close enough to make it easy to find out what kind of rope salt-water fishermen want. Next time you buy rope, ask for "New Bedford" Manila ("Maritime" or "Copper Clad" at no extra cost, if you like). As the months roll by, you'll be mighty pleased with your purchase.

THE NEW BEDFORD CORDAGE CO.

General Offices - - 233 Broadway, New York

31 St. James Ave. Boston
MILLS: NEW BEDFORD, MASS.

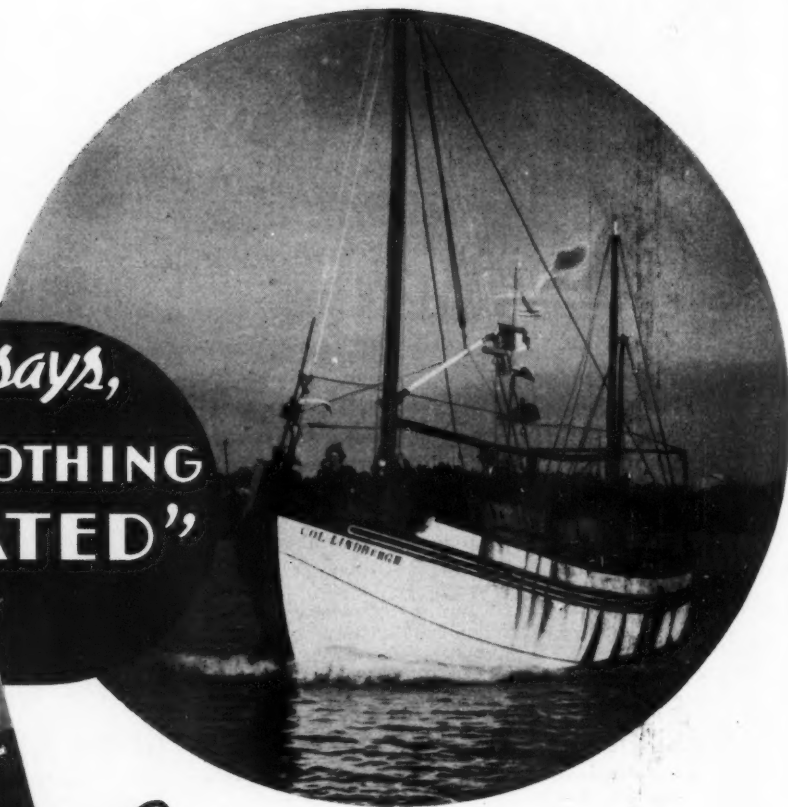
230 West Huron Street Chicago
ESTABLISHED IN 1842





Foster Gay says,
**"THERE IS NOTHING
 COMPLICATED"**
about

ATLAS
Imperial
 DIESEL ENGINE



AFTER five years of continuous operation of the 30 H.P. Atlas Imperial Diesel which powers the 42' sponge boat *Col. Lindberg*, operating out of Tarpon Springs, Florida, the skipper says: "The best thing I can say about an Atlas Diesel is that the longer it runs the better it runs. We start up our Atlas in the morning and it never shuts down during the day, nor has it ever stopped on us at any time. Our cost of operation is from 75¢ to 80¢ per day for both fuel and lubricating oil. ✧ We have been caught in some heavy seas on our trips from 50 to 60 miles off shore over a 200 mile radius along the Florida coast, however our Atlas has never given us the the least bit of trouble . . . but rather it seems to run better under a heavy load in a strong northeaster. ✧ Mechanically, an Atlas is simple to operate and maintain, and any man who doesn't know enough about engines to run an Atlas should not fool with any of them." ✧ Those are the opinions of a man who works on the ocean's bottom . . . to whom power reliability means everything. It seems to make no difference whether you work aboard ship or overboard, Atlas owners evidence the same confidence in the dependability of their power.

ATLAS IMPERIAL DIESEL ENGINE CO.

EASTERN DIVISION . . . 115 BROAD STREET, NEW YORK, N.Y.
 CENTRAL DIVISION . . . 229 NO. LA SALLE ST., CHICAGO, ILL.

SOUTHWESTERN DIVISION . . . 5726 NAVIGATION BLVD., HOUSTON, TEX.
 WESTERN DIVISION 1000 NINETEENTH AVE., OAKLAND, CALIF.

DEPENDABLE . . . ECONOMICAL

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly at 92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC., Goffstown, N. H.

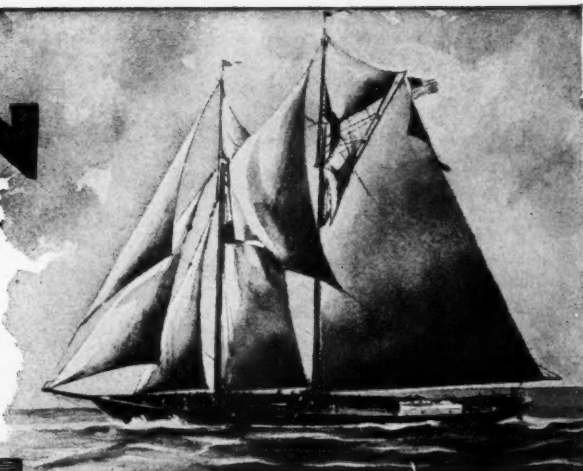
P. G. LAMSON, Publisher

GARDNER LAMSON, Editor

10 cents a copy \$1.00 a year

Entered as Second Class Matter February, 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Covering the Production and Processing of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes.



VOL. XXII

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Haddock Threatened by Increased "Baby Catch"

IMMEDIATE adoption of adequate remedial measures will not only prevent an imminent drastic decline in the New England haddock fishery, but would actually result in an increase of at least 50 percent above its present \$5,000,000 annual value to fishermen.

Based upon just completed studies of William C. Herrington, aquatic biologist in charge of North Atlantic Fisheries investigations for the Fish and Wildlife Service, United States Department of the Interior, the statement will appear in his yet unpublished report, *A Crisis in the Haddock Fishery*.

Causes of the current emergency are old and new, Herrington will say. They are caught up with factors involving alarming decreases in abundance of spawning stock over the past decade, and the 1941 galloping increases in development of the baby haddock fishery. During the winter of 1940-41, the price for round scrod increased to a profitable level, and some other trawlers began fishing particularly for them. The marketed catch jumped from a few thousand pounds in November 1940 to 2 million pounds in February, for example, paralleling the incredible rise in the rosefish industry.

Of all the haddock grounds, the most productive has been the South Channel-Georges Bank area. This area comprises about 20,000 square miles of fishing ground. It has yielded an annual catch that reached a peak of nearly 230,000,000 pounds (gutted weight) in 1929, then declined to approximately 105,000,000 pounds in 1939 and 93,000,000 pounds in 1941.

These catch fluctuations, according to the biologists, have been due mainly to changes in the amount of fishing and in abundance of the haddock itself. The rises and falls due to changes in amount of fishing are traced to a variety of economic causes—seasonal lack or supply of boats, principally—in Herrington's analysis.

"The increases and declines in total haddock," he points out, "are due to changes in scrod abundance, for in each instance increases in total haddock occur in the years following big catches of scrod, while declines in total haddock follow years of small scrod catches. This fact indicates simply that increases in abundance can occur only following years in which large numbers of young were produced, and that following years of poor production of young the total abundance must decline as the result of losses due to natural mortality and the commercial fishery. With an understanding of the major factors that control the production and survival of young haddock, the catch records again may be examined to determine the reasons for the continued low abundance and low catch in recent years."

The examination reveals two causes:

(1) The fishery is taking smaller fish than formerly, with the result that although the annual catch in pounds of fish since 1931 averaged considerably smaller than the average for 1925-26, the catch in number of fish averaged nearly 35 percent

greater than for 1925-26. If the fishery in recent years had been restricted to the larger haddock, a considerably larger poundage would have been available from the same number of fish.

(2) The very intensive fishery in 1929-31 reduced the spawning stock to less than one-half of its most productive level. Consequently, even though the fishing intensity on Georges Bank since 1931 has averaged little more than half that in 1929-31, the number of haddock has not increased materially because of the reduced supply of young.

Thus, concludes Herrington, it is clear that the rapidly growing fishery for baby haddock threatens the future productivity of the whole haddock industry.

"If this practice is continued it will further reduce the size of haddock from the average of 2.4 pounds in 1938 to perhaps 1.7 pounds or less within the next few years. With the same average number of young produced as during 1932-40, the total annual catch that could be obtained regularly from this area would drop from the present 90,000,000 to 100,000,000-pound level to about 60,000,000 to 70,000,000 pounds, representing a loss to the fishermen of more than \$1,000,000 (based on 1940 prices). Furthermore, the data show that the production of young will decrease proportionately if the spawning stock is reduced further by the capture of small, immature haddock."

Food for Thought

THE following was contained in a letter sent by Charles W. Triggs, Chairman, to members of the Fishery Advisory Committee.

The American Institute of Meat Packers and the National Livestock Board spent \$2,000,000 this past year publicizing meat, with the result that the per capita consumption of meat increased from 132.9 pounds in 1939 to 141.6 pounds in 1940, an increase of 8.7 pounds per capita. The total consumption of fish is about 14 pounds per capita.

In checking over the menus for the Sixth Corps Army area—Michigan, Illinois and Indiana—for the month of July, we find the following interesting figures, for company of 100 men.

Meat and poultry, 2,081 lbs., pressed ham and corned beef hash, 123 lbs.; total 2,204 lbs., value \$372.40. Fish (haddock fillets) 110 lbs., canned salmon, 30 lbs.; total 140 lbs., value \$21.30.

Cost of haddock fillets, no waste, delivered to camp, \$13.00 per 100 lbs.; meat, including bones, average cost, \$16.89 per 100 lbs.

According to press releases, the National Live Stock Board has specialists visiting camps throughout the United States, educating mess sergeants in the proper cutting, preparing and cooking of meats for the camps.

Mayflower Lobster Co. Opens Model Plant

Utilizes Larger Tanks in Four Tiers, with Safeguarded Diesel Powered Pumping System

FAMOUS as the landing spot of the Pilgrim's Mayflower, the town of Plymouth, Mass. now bids fair to gain repute as a lobster distributing point. For it is here that the Mayflower Lobster Company, Inc., recently established one of the most up-to-date lobster plants on the Coast.

Headed by Gordon L. Howland, a lobster buyer and seller for 8 years, and managed by Henry F. Stevens, a pioneer in tank storage system construction and operation, the new concern has spared no effort in making its plant ultra-modern in every detail.

First of all, it has an ideal location for both the receiving and shipping of lobsters. Being situated on Town Wharf, it has landing facilities for local lobster boats as well as for smacks from distant points. It is within an hour's trucking time from either Boston or Providence, from which excellent rail connections are made.

For deliveries to nearby points and for rail transfers, the Company operates a fleet of 5 refrigerated trucks. To insure keeping lobsters in prime condition, a specially designed body has been developed, which holds 27 boxes, three deep, in three sections, with wire covered space between each for holding crushed ice.

Attractive Retail Department

The Mayflower plant is 78 ft. long and 22 ft. wide, with engine and storage rooms adjoining. The exterior is well identified with attention-getting signs. Large display windows in the front give prominence to the retail department, which represents the last word in seafood markets, and is 33 x 22 ft.

Directly inside one window is the retail lobster display tank, made of tile, with a capacity of 300 pounds, divided for three sizes. There is an inlet and an outlet, opposite each other on either end for proper water circulation, and the bottom is of cream color to provide a contrasting background.

The fish display tank is 10 feet long, 42 feet wide and 35 feet high, with cream colored tile at the top and on the inside, and blue painted concrete on the outer sides. Between the bottom of the fish tank and the floor is a storage compartment, with insulated doors, which is kept cool by the transfer of cold air from ice above. Two tile washing and cutting sinks are conveniently located. Every possible modernistic touch has

been given the market, even to blue glass shelves for related merchandise.

For cutting large quantities of fish, and for cleaning working implements, there is a large concrete sink at the rear of the market, supplied with hot and cold water.

Waterproof Lobster Meat Room

Adjoining the rear of the retail section is the lobster-meat picking room, equipped with Monel metal working space with waste outlets, and supplied with hot and cold water under pressure. A unique feature of this room is that it is waterproof, and can be completely scalded with hot water. Walls and floor are made of concrete. All right-angle joints and square corners have been eliminated in the construction of both meat room and market, thus facilitating easy cleaning from ceiling to floor, for absolute sanitation.

In addition to providing everything for their customers' convenience and satisfaction, the Company has considered the well-being of its employees by installing an up-to-date wash room with shower bath. This is located on the second floor, adjacent to the storage supply room.

Lobster Storage Tanks

The storage tank room is arranged for efficient operation from the time the lobsters arrive from the producers until they are shipped to consumers. The entire tank system was installed under the supervision of Mr. Stevens, who has constructed numerous similar installations throughout the lobster industry.

The Mayflower installation incorporates several improvements over previous jobs and is considered the most modern equipment for handling lobsters.

Water for supplying the tank is pumped for a distance of 428 ft. through two 6-inch pipe lines from the ocean, 70 feet from shore and 88 feet below mean low tide.

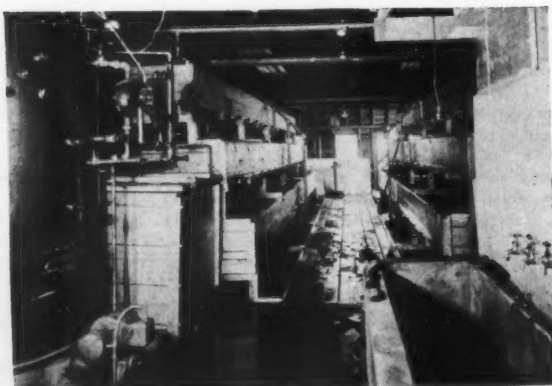
Pumping is accomplished by two Deming centrifugal pumps, each having a capacity of 1,000 gallons per minute, at normal speed. The pumps are driven by two 10 hp., 1200 rpm., Stover Diesel engines. One of these engines is equipped for electric starting, and by means of a detachable belt can be used to start the other.

Ordinarily only a single pump and engine combination is

(Continued on page 18)



The new Mayflower Lobster Co. plant at Plymouth, Mass., and its fleet of refrigerated trucks.



Interior of the plant showing tiers of storage tanks, and in the left foreground the boiler and boiling tank.



The retail department with the fish display in the center and the lobster display tank at right.

Shellfish Cleansing and Conditioning Systems

F. J. Maier, U. S. Public Health Service, Explains
Operation of Processes Used and Their Advantages

IT is generally recognized that shellfish stored in water keep better than if stored dry. Their quality after such water storage does not depend primarily on whether the storage occurs in floats or on the bottom in natural bodies of water, or in tanks of water on shore. The principal consideration is the quality of the water in which they are stored.

Since this quality can be definitely controlled in artificial bodies of water, it is possible to obtain a cleansing and conditioning action in addition to and concurrently with the storage.

While shellfish are so stored, bacteria, and mud, sand and grit are removed. Where the aim is to remove bacteria, we call the process cleansing. Where the principal object is to remove sand, grit and mud, the process is called conditioning.

The advantages of water storage are well known and the practice well established. It provides a reservoir of stock from which unexpected orders can be filled and from which shellfish can be taken when weather conditions are such that it is impracticable to remove them from offshore beds. When shipped directly from water, shellfish are known to remain fresh longer in transit and arrive at markets in better condition than if shipped from dry storage; also the shells are cleaner. In artificial bodies of water with controlled conditions, storage furnishes added advantages by providing cleansing or conditioning, or both.

Massachusetts Cleansing Plant

The cleansing plant in Massachusetts is at present the only commercial shellfish cleansing plant in operation in this country. Since in the process of removing bacteria, sand and grit are also removed, it conditions while it cleanses. When clams cannot be removed immediately after the cleansing process is completed, the tanks are occasionally also used for water storage.

This plant was built by the City of Newburyport during 1930 to relieve the hardships experienced by the necessity of closing an extensive soft clam producing area in Newburyport Harbor. Since then other closed areas in the State have been declared suitable for taking clams for cleansing in the purification plant. These areas have been found to be too polluted for taking shellfish directly for market purposes but are clean enough so that the shellfish if treated are satisfactory.

In determining which beds are suitable for taking shellfish for treatment, the State has followed the customary procedure in surveying shellfish areas. However, instead of using the usual standard for condemning an area when more than 50% of the 1 ml. portions of water samples are positive for coliform organisms, a lower standard of no more than 50% of the 0.1 ml. portions is used for determining which areas are suitable for taking clams for treatment.

The plant is operated on the so-called fill-and-draw process. One advantage to this is that raw water may be taken at the most advantageous tidal stage. A 500 g.p.m. motor driven pump generally takes sea water on the incoming tide near its peak. The tanks are emptied and filled every 12 hours. To overcome the disadvantage of oxygen depletion, the water is aerated with compressed air to maintain at least a 30% saturation.

The clams are placed in wire, wood-frame baskets holding 2/3 of a bushel. These are stacked after being identified in eight concrete tanks, giving a maximum plant capacity of about 210 barrels per day. The tanks are 16 ft. by 5 ft. and 5 ft. deep.

Two samples of raw clams and four samples of treated clams from each lot are tested in a laboratory which forms a part of the plant. The clams are all treated at least 24 hours. If the raw clam score is greater than 140, the treatment is continued an additional 24 hours. The average treatment lasts about 32 hours.

The water is sterilized by applying a hypochlorite solution at a rate to provide a residual of 0.5 p.p.m. 15 minutes after application. Every 1½ hours the chlorine residual is determined. When it reaches 0.1 or 0.2 p.p.m. more chlorine is

added and the air applied. Air is added for the double purpose of diffusing the chlorine and adding oxygen. It has been found that if the air is applied for as long as it takes to diffuse the chlorine throughout the tanks (5 to 10 minutes), sufficient oxygen is also added. In Winter the water has always been found to be at least 60% saturated and sterile.

The cleansing process is successful without heating the water in Winter although the incidental conditioning action is retarded.

Treatment plant records show a yearly volume of clams treated varying from 19,000 to 58,000 bushels. The cost of treatment averages 27c per bushel. This cost includes capital charges, labor and maintenance of the laboratory and the regular operating charges. Any deficit is divided among eleven Massachusetts municipalities whose sewage causes the closure of the clam flats at Newburyport. All diggers from these towns obtain their treatment free of charge. Diggers from other areas in Massachusetts are charged 18c per bushel. The process imparts no perceptible taste or odor to the clams; they stay fresh longer during shipment and the shells are cleaner.

Seven Plants on Long Island

Four of the seven plants on Long Island, New York were constructed in 1926 for the primary purpose of water storage of oysters. This storage also provides conditioning, the degree of which depends on how long storage takes place and the quality of the water.

Most of the tanks are of concrete, averaging 20 x 12 feet in area and 20 to 24 inches deep. They are designed for the continuous flow of sea water but were later modified because too much silt was pumped into the tanks during storms and a continuous flow of chlorinated water at the concentrations required imparted a slight taste to the oysters. The plants are now operated on a combination of these processes, the duration of pumping depending on the season of the year and weather conditions.

The State requires that such processes be carried on with a raw water having a specific gravity of at least 1.007 and a score of less than 5. Both these conditions are easily met on Great South Bay. They also require a chlorine residual of at least 0.5 p.p.m. 15 minutes after application. In 5 of the plants chlorine is fed by means of pedestal type manual control chlorinators. The others apply a hypochlorite solution manually.

Of the seven plants, three store only oysters, one clams only and the remainder both. Where clams are stored during the Winter, heating the water has been found to be necessary to complete conditioning. In none of the plants is compressed air applied to replace oxygen.

The operating cost of these plants varies from 4 to 10c per bushel, most of which is required for labor.

On the whole, with comparatively few operating difficulties, these plants have accomplished the results for which they were designed. After almost 16 years of continuous operation it is generally felt that the system is superior to the former method of utilizing wooden floats in natural bodies of water.

Conditioning and Storage in Jersey

While the New Jersey conditioning plant was designed to remove grit and sand from hard and soft clams taken from nearby approved areas, it also provides a satisfactory water storage plant. The functions of a cleansing plant are also realized since the clam scores are reduced.

This plant consists of two tanks, one of wood and one of 6" reinforced concrete. Each tank is approximately 27 ft. long, 11 ft. wide and 2 ft. deep. The water in them flows over the clams continuously at a depth that is now maintained at 11 inches by adjustable overflow pipes.

Water is obtained from the Shrewsbury River through an intake approximately 50 feet from shore 8 feet below the sur-

(Continued on page 20)

New Net Structure Laws, Lakes Erie and Ontario

THE placing and maintenance of fishing structure and/or appliances in the waters of Lake Erie off the shores of Ohio, Pennsylvania, and New York, between Marblehead Light, Ohio, and the East End of Lake Erie; and in the New York waters of Lake Ontario, will hereafter be governed by regulations under provisions of the River and Harbor Act of March 3, 1899. Following are excerpts covering the high-lights of these regulations as promulgated by the War Department, United States Engineer office.

The Regulations

No such structure and/or appliance shall be erected until a permit shall have been issued.

The permits will be issued for a period of three years, and upon application may be renewed to the same permittee for a similar period.

The District Engineer will settle all questions of priority in those localities where no State licenses are issued; but in those States in which licenses are issued, the State will decide the question of priority.

Any person desiring to place or operate fishing structures in the areas should make application to the District Engineer, 540 Federal Building, Buffalo, New York.

Maps showing approved fishing areas may be examined or purchased for 10 cents each, and application forms may be obtained from the above office.

The applicant must furnish with his application the necessary State license. The application must show whether the applicant is or has been interested within the preceding five years in any fishing structure. If so, the location of all such structures must be stated.

No permit will be issued to any applicant until he has removed all piles or other obstructions to navigation for which the applicant is responsible and which are unfit for further use for fishing purposes: Provided, that if the structure for which application is made is to be placed on the location of an old structure, serviceable piles left standing need not be removed if the District Engineer consents to their use.

The applicant must furnish three copies of a map showing the exact location in which the structure is to be placed.

General Conditions

This authority does not give any property rights in either real estate or material, or any exclusive privileges.

The work herein authorized, both construction and maintenance, shall be subject to the supervision and approval of, and all apparatus subject to inspection by, the District Engineer.

The United States Coast Guard has authority to enforce the

law and regulations and may remove any nets not complying with the following conditions, if the interests of navigation so require.

The permittee shall pay to the said District Engineer the sum of two (\$2.00) dollars for the cost of preparing the permit, including maps.

Conditions for Pound Nets

The structure must be constructed on the location indicated on the map attached to the permit.

On each end of the structure the permittee shall maintain a sign "U. S. (No.)" with black letters and numerals not less than two (2) inches in height, upon a white background, so as to be capable of being easily read from passing vessels.

The permittee shall report to the District Engineer all changes in the number of State or municipal licenses.

The fishing structure shall be removed within 30 days after the expiration of this permit, at the expense of the permittee and to the satisfaction of the District Engineer, unless a new permit therefor shall have been issued. If the permittee wishes to cease using the pound, he shall at once remove it.

If future operations by the United States require an alteration in the position of the structure, the permittee will be required, upon due notice from the Secretary of War, to remove or alter the structure without expense to the United States.

If the permittee wishes to alter or remove the structure under other circumstances, he shall give notice in writing to the District Engineer at least 10 days before commencing the proposed work.

Conditions for All Other Types of Nets

The structure and/or appliance shall be placed and maintained in the area indicated in the permit.

The minimum distance from the low water datum shoreline of the adjacent coast to any net and/or appliance must be 2,000 feet.

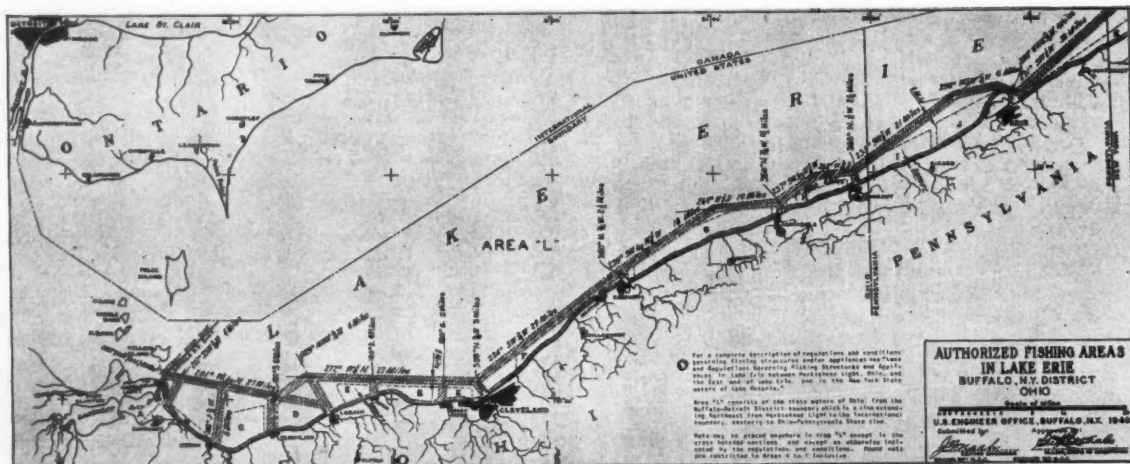
Nets must not be placed within 1/2 mile of the established vessel courses and indicated harbor entrance courses.

Nets must not be placed so as to interfere with any other established vessel courses shown on the United States Lake Survey Charts.

A clear passageway at least 200 feet wide shall be maintained reaching from the nearest point of all navigable channels to all established boat landings.

Nets shall not be placed within 500 feet of any aids to navigation.

That on each end of all structures the permittee shall maintain a sign "U. S. (No.)" with black letters and numerals not less than two (2) inches in height, upon a white back-



Map showing authorized fishing areas in Lake Erie from Marblehead Light, Ohio, to Erie Penn. Other maps are available for the Eastern end of Lake Erie and Lake Ontario. Nets may be placed anywhere in Area L except in the cross hatched sections. Pound nets are restricted to areas A to K.



The "Sea Hawk" after launching at Willis J. Reid & Son yard, Winthrop, Mass. Center: from left to right, Capt. Peter Marino, Mrs. Marino, Miss Marie Rotondo, sponsor; Mrs. Lena Castro, Mrs. Angelina Rotondo, Charles Rotondo, Jr., Charles Rotondo, Sr. Right: the vessel slipping out of the building shed.

Boston

"Sea Hawk"

Launched by Reid

THE new dragger *Sea Hawk*, built for Capt. Peter Marino of Boston, slid gracefully down the launching ways at the yard of Willis J. Reid & Son, Winthrop, Mass., on August 7. The traditional bottle was broken over her bow by Miss Marie Rotondo, amid a large delegation of spectators.

Among those present were the three owners, Mrs. Lena Castro of Chelsea, Mrs. Angelina Rotondo of Everett, and Capt. Marino, and their families.

Built from Eldredge-McInnis, Inc., designs, the new craft has an overall length of 75', with a beam of 17' 4" and draft of 8' 6".

With the exception of an additional 4 feet in the amidships section and a few other minor variations, the *Sea Hawk* is a duplicate of *Catherine* and *Mary* of Edgartown and the *Doris* of Eldridge of New Bedford. Both of these new vessels are giving excellent performance.

The *Sea Hawk's* trim lines give her a rugged, yet pleasing appearance. Her color scheme is red bottom, black topsides and gray bulwarks. Compared to the average craft of her size, she has a longer straightness to her sides and a fuller deck forward. Her stern is a full-round, fan tail type, designed to give better sea-going qualities.

The exceptionally large fo'c's'le accommodates 8 men, and has ample food storage and locker space. The pilot house contains a good sized chart room. The aft cabin has commodious quarters for the captain and engineer, and is lighted by 6 port holes in the trunk. The trunk extends over the entire engine room, and has the winch located over it.

The fish hold capacity is 80,000 lbs., divided into 5 pens on either side. This is 5,000 lbs. more than in the previous models, and results from increasing its length from 16' 6" to 19'. The bulkhead between the engine room and fish hold was moved ahead 1 frame or 16" to accommodate a slightly larger engine.

The boat is schooner rigged and equipped to drag from the starboard side. The main mast sets on the shaft log. In order to eliminate hindrance in the fish hold, the foremast is in the aft section of the fo'c's'le. This was made possible by placing the companionway off center.

ground, supported by a floating spar buoy or stake in such a manner as to be capable of being easily read from passing vessels.

That floating spars shall not exceed four (4) inches by four (4) inches in size and shall project not less than four (4) feet above the water surface.

That the spar or stake at the outer end of the structure shall be painted with alternate black and white bands one foot wide, and the spar or stake at the inner end shall be painted white.

That at least two low priced commercial reflectors shall be attached to the spar or stake, at each end of the net and/or appliance, placed so as to be separated by 180 degrees.

The *Sea Hawk* is powered with a 155 hp., 4 cylinder Atlas Diesel. The shaft is 4 1/2" steel with bronze sleeve and bronze stuffing box. The winch is a Hathaway and the galley range a Shipmate. Navigation equipment consists of Bludworth direction finder, Jefferson-Travis radio telephone and Fathometer depth finder.

Reid is now building a duplicate of the *Sea Hawk* in the same shed, for Capt. Sam Lo Piccolo of Boston. This boat, to be called the *Little Sam*, will be powered with a 155 hp. Atlas and will be ready for launching in October.

Reid also has an order for a 96' dragger for Capt. Domingos Godinho of Gloucester and Boston, to be named the *Channel Express* and to be powered with a 300 hp. Atlas Diesel. This vessel will be built from new plans by Eldredge-McInnis, Inc.

With the new construction, the Reid yard is experiencing a rejuvenation in fishing boat work. Several years back the yard turned out a large number of the smaller fishing boats in the Boston fleet.

Second O'Brien Trawler Launched

The Fore River shipbuilding plant of the Bethlehem Steel Co., Quincy, launched the second of four new 110' steel trawlers for R. O'Brien & Company of Boston Fish Pier on July 10. She was christened the *Lynn* by Mrs. Mary H. Whalen, wife of M. G. Whalen of the O'Brien firm.

The first vessel, the *Cohasset*, christened by Miss Margaret Long, was launched June 5, and the remaining two will be launched in the near future. The *Cohasset* is expected to be ready for fishing in October.

Atlantic Navigation Building Two

The newly formed Atlantic Navigation Company, of which Herbert Greene of Boston is President, is having built two 106-ft. fishing vessels by Albert Lemos, Riverside, R. I. The vessels, which are designed by William H. Hand, Jr., will have a capacity of 180,000 pounds, and will be launched in the Fall. One vessel will be powered with a 400 hp. Cooper-Bessemer Diesel, while the other will have three 165 hp. Gray Diesels driving a single propeller through a common reduction gear. The hulls will be of wood and the superstructure, steel.

Trawler Gets Two Sturgeons

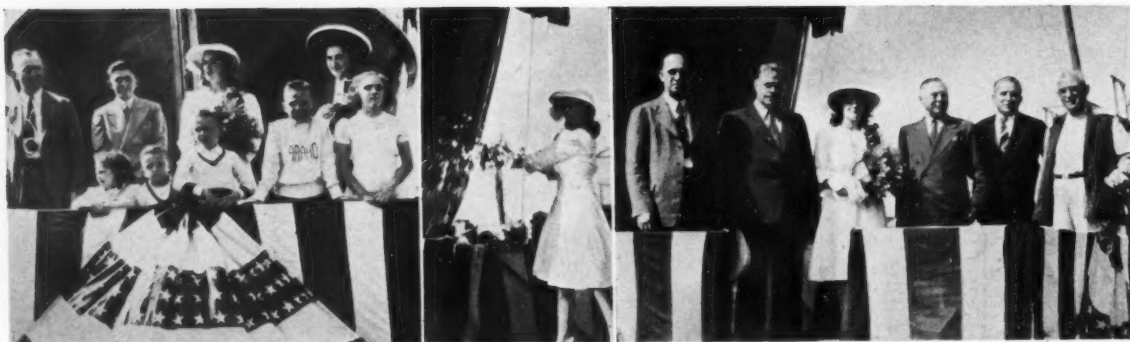
The trawler *Plymouth*, in a trip landed at Boston on July 21, had two sturgeons which weighed about 200 pounds each and which were caught in the vessel's trawl on Georges Bank.

Lister Auxiliary Sales

Diesel Engine Sales & Engineering Corporation, Boston, has recently made the following auxiliary equipment installations: 8 hp. Lister Diesel auxiliaries in the new draggers *Doris G. Eldridge*, *Harriet N. Eldridge* and *John G. Murley*; and the *New Bedford*, all of New Bedford; and complete auxiliary units consisting of 8 hp. Lister Diesels, Curtis compressors, Goulds pumps and Kinney clutches, on the *Alvan T. Fuller* and *Ruth Lucille* of Gloucester.

On the Ways

The following fishing vessels have been recently on the ways for overhauling at Bethlehem's Atlantic Yard: *Arlington*, *Surf*, *Breaker*, *Adventure II*, *Squall*, *Triton*; and at the Company's Simpson Yard, the trawler *Sea*.



At the "Trinity" launching. Left group: James J. Ryan, his son, Mary Ryan, Mrs. Ryan; and in the front row, the children of F. J. O'Hara. Center: Mary Ryan smashing the bottle. Right group: Morris B. Perry, Knox County Trust Company, U. S. District Attorney John D. Clifford, Jr., Miss Ryan, Former Governor Louis J. Brann, Cyril C. Sullivan, Food and Drug Administration; and F. J. O'Hara.

Maine

Shipyard Launches Two More for F. J. O'Hara

THE third and fourth additions to the new 10-dragger fleet of F. J. O'Hara & Sons, Inc. of Portland and Rockland were launched recently by Maine Shipyards Corp., South Portland.

On July 14, the 58' *Trinity*, with her trim blue bow dripping with champagne, slipped gracefully into the briny amid cheers and whistles, after being christened by attractive Miss Mary Ryan, daughter of James J. Ryan, general manager of the O'Hara Company. The boat was named after Trinity College in Washington, at which Miss Ryan is a student. The *Trinity* is skippered by Capt. Reuben Doughty, Jr., son of the commander of her sister ship, *Ave Maria*, the first of the new College fleet to be launched.

On July 31, three months after the *Ave Maria* was launched, the fourth addition, the *Boston College* went overboard, with Robert O'Hara, eight year old son of F. J. O'Hara, doing the honors.

This boat was named after one of the trawler fleet which O'Hara turned over to the U. S. Navy.

Both launchings were largely attended by persons prominent in Government and in the fishing and shipbuilding industries of Maine and Massachusetts.

Following each launching, an elaborate reception was held in the Lafayette Hotel, Portland, with over 100 guests present. A buffet supper was served and a varied program of entertainment presented.

All of the four draggers launched thus far are identical in dimensions and equipment, and represent the last word in modern fishing craft of their size. They were designed by Eldredge-

McInnis, Inc., and are powered with 120 hp., 400 rpm. Superior Diesel engines.

The other vessels in the fleet, yet to be launched, include two more 58-footers and four 86-footers, all of which will be finished this Fall.

"Nancy F." Launched by Carter

The new dragger *Nancy F.* was launched on July 24 at W. S. Carter's Yard, Friendship, Maine. She was christened by the daughter of the owner, Capt. Leonardo Ferrigno, of Boston.

The new vessel is 75' in length, with a 16' 6" beam and 7' 6" draft. She has a fish capacity of 65,000 lbs. Accommodations are provided for 8 in the fo'c's'le, one in the pilot house and 2 aft of the engine room. The ordinary crew will be 8 men.

Power is furnished by a 4 cylinder, 155 hp. Atlas Diesel, direct reversing. A 54" propeller and packing box were supplied by Hyde. The shaft is of 4" steel with bronze sleeve, and there is a Goodrich Cutless rubber bearing. The boat has two Edson bilge deck pumps, and is rigged with Roebling wire rope.

With the exception of her round stern, the model of the *Nancy F.* is identical to the new Portland dragger, *Dorothy and Ethel II.*

The *Nancy F.* is now being outfitted with gear and machinery at Gloucester and will be ready for fishing about Sept. 1.

Liberating Million Fourth-Stagers

Lobster fishermen of Vinalhaven got first-hand information on the State's lobster propagation program when 20 of them boarded the Department of Sea and Shore Fisheries patrol boat *Maine* to watch the releasing of 50,000 fourth stage crustaceans. Direct from the rearing station at Boothbay Harbor, the lively youngsters were placed in the water over known beds.

This demonstration staged by Commissioner Arthur R. Greenleaf was the first of many to be held up and down the coast during the next few weeks. It was designed to acquaint the fishermen with the work of their department in protecting the lobster supply.

The little fourth stagers, about an inch long, were well formed and very active. Immediately upon being placed in the water they went to bottom and according to experts were large enough to protect themselves.

Following the Vinalhaven set, 70,000 were liberated in Casco Bay and 30,000 in Penobscot Bay, and additional plantings will take place continuously until the season's output of more than a million of the youngsters has been exhausted.

Rockland Gets 215,000 Lbs. in One Day

The largest single day's landing of fish at Rockland occurred on July 23 when seven boats brought in 215,000 pounds, mostly redfish. These included the *Helen Mae*, Capt. Frank Ross; *Queen of Peace*, Capt. John Wentworth; *Iva M.*, Capt. Lew Wallace; *Cynthia*, Capt. Ira Tupper; and *Dorothy M.*, Capt. Clarence Bennett, all landing at F. J. O'Hara's plant; and the *Althea J.*, Capt. John Joyce, and a small boat owned by Capt. Tom Polk landing at Feyler's.



The "Nancy F." after launching at W. S. Carter's yard, Friendship, Maine.

Gloucester Holds Annual Memorial Service

TWENTY-EIGHT Boston and Gloucester fishermen lost at sea were remembered at the annual fishermen's memorial service on August 10, with Boston men being honored for the first time in the history of the services.

Some 5,000 people witnessed the traditional ceremonies at the Fishermen's Monument and Blynman Bridge Marine Park, and the procession in which 125 marched, including directors of the Gloucester Fishermen's Institute, sponsor of the exercises; City and State officials, fishermen, Girl and Boy Scouts and speakers on the program.

In addition to the individual tributes and the City of Gloucester, Master Mariners' Association and Fishing Masters Producers Association tributes, there were two extra ceremonies. One was in honor of the late Miss Mary Brooks, who wrote the words to "Scatter Flowers on the Waves," which have been sung annually.

The other special tribute was given by O'Hara Brothers, owners of the auxiliary schooner *Mary E. O'Hara*, which sank off Boston on January 21 with loss of 18 lives. This ceremony

Catch Receipts Continue Gain

Maine fishermen had another big month in June with their total receipts of \$449,008, more than \$170,000 ahead of those for the same period in 1940. Herring was the biggest item with 179,000 bushels bringing \$113,000. Lobsters also showed a big increase as did many more items. Prices were slightly higher. So far this year receipts have been near double for those of the first six months in 1941.

Rockland Shop Starts 70-Ft. Dragger

Rockland Boat Shop, Rockland, has started construction of a 70-ft. redfish dragger for Capt. Frank Ross of Owls Head.

The yard expected to launch, in the middle of August, a combination 26-ft. party fishermen and scallop dragger for Capt. Golden MacDonald of North Haven.

Newbert & Wallace Building 56-Footer

Newbert & Wallace, Thomaston, Maine, are building a 56-foot dragger for Capt. Jared Vinson of Edgartown, Mass., to be ready for launching in November. With the exception of being smaller, the lines of this boat will be similar to those of the *Annie M. Jackson*, launched recently by this yard.

was conducted by John Hackett of the schooner *Superior*, Clyde Foote of the *America* and John F. O'Hara, manager of the local branch of O'Hara Brothers.

"Marjorie Parker" Wrecked

The 78' halibut schooner *Marjorie Parker*, Capt. Archie A. MacLeod, went hard ashore during a thick fog July 28 on White Point beach four miles west of Liverpool, Nova Scotia.

The crew of 21 men launched their dories and reached shore safely. They were able to remove all the gear, sails and equipment, but were forced to give up the vessel as a total loss.

The vessel, which was insured, was built at Essex in 1923 and sailed from Boston, haddocking from that time until last May, when Captain MacLeod bought her and fitted her for halibuting. He had made only two trips in her.

Landing Good Sword Trips

The swordfish fleet has been bringing some good trips to the Boston Fish Pier. Among the big landings were 151 fish on the *Evalina M. Goulart*, which netted \$390 per man; 107 fish on the *American Eagle*, which netted \$275 per man; 100 fish on the *Paolina*, and 88 on the *Portugal*. Total receipts of swordfish from the fleet at Boston thus far this season have been 932 fish compared with 2035 up to this time in 1940.

"Andrew and Rosalie" Changes

The schooner *Andrew and Rosalie* has changed hands and is now skippered by Capt. Cyril Dyett, one of the new owners. She has been renamed the *American Eagle*.

Merchant to Manage Seafoods Plant

Appointment of Robert A. Merchant as general manager of General Seafoods' Gloucester plant, and of Ben Morahan to succeed Merchant as manager of the production division of the Company's Boston plant, is announced by J. L. Alphen, Pres.

Both Merchant and Morahan are natives of Gloucester. As a youth, Merchant sailed to the Banks. He started in the fish business with Cunningham & Thompson in 1912 at the same location where he now will make his headquarters. From 1919 to 1933 he traveled extensively through Labrador, Newfoundland, and the Maritime Provinces buying fish.

Morahan joined General Seafoods as a ship's carpenter in 1933. For the past three years he has served as general foreman under Merchant.

Mackerel Restrictions Removed

The agreement for limiting mackerel catches to 40,000 pounds per boat was ended after the middle of July, because of a scarcity of fish. All restrictions were removed, and the rule was first broken on July 22 when 11 boats landed 297,000 pounds, three of which had more than the former limit.



The new 124' wooden trawler "Belmont", built by Snow Shipyards for Usen Trawling Co., Boston, of which Peter MacLean, inset, is shore engineer. At right, officials of the Trawling Company's affiliate, O'Donnell-Usen Fisheries Corp.: John R. O'Donnell, Pres.; Irving Usen, Treas.; his secretary, Miriam Rosen; Barney Finn, production manager. The "Belmont" is powered by a 575 hp. Fairbanks-Morse Diesel. Gudmundur Johansson is captain, and Winfield Goodwin, engineer.

Maryland and Virginia Plan Crab Conservation

MEMBERS of the Virginia and Maryland Fisheries Commissions, at a meeting in Newport News, on July 23rd, adopted a proposal which, if it becomes law, promises to alleviate to a great extent the "serious shortage" of crabs in waters adjacent to the two States.

Convening in a joint session, which Virginia Commissioner J. Brooks Mapp termed "one of the most important meetings ever held by the Commissions, the two groups heard W. E. Hogg, Warwick County Trial Justice, propose that the closed season on "sponge" crabs in the "Ocean View Crab Sanctuary" be moved up 45 days so that crabbing in the reserve area would be prohibited during the peak spawning season.

Present regulations governing the area which runs from Nansemond Hotel to Thimble Shoals Lighthouse, Cape Charles Lighthouse, Cape Henry Lighthouse and back to the Nansemond Hotel, provide that the taking of sponge crabs shall be prohibited during the months of July and August.

Officials from both Commissions concurred in the opinion that this period did not cover the peak spawning season of the crabs and after Hogg's proposal advocating that the closed season be set from May 15 to July 15 had been seconded, the Commissions adopted it.

Virginia Commission officials said immediate steps would be taken to have the proposal put in the form of a Bill to be presented before the next session of State Legislature.

During the discussion, which at several points became somewhat heated, Maryland Representatives repeatedly asserted that the dearth of crabs in their section was "alarming" and that "some sort of conservation program" was an immediate necessity.

Referring to the habits of the crab, Maryland speakers explained that the crabs were hatched in Virginia waters in the early Summer, went up to the Maryland area by Winter, mated and came back to this area to spawn. The crab shortage in Maryland, they explained, meant that the number of crabs coming back to this section would be greatly reduced, thereby affecting the Virginia area.

Maryland Commissioners expressed the belief that although their area was experiencing a shortage at the present time, it would not be reflected in Virginia until dredging season this Winter and trot line and trap fishing season next Summer. They predicted the shortage would be felt to a great extent here at that time.

"If the proposal adopted today becomes law," Maryland spokesmen said, "it definitely will benefit both Maryland and Virginia."

Among the speakers were Dr. R. V. Truitt, Director, Chesapeake Biological Laboratory, College Park; Capt. Amos S. Creighton, commander of the Maryland Commission's fleet; and State Senator R. O. Norris.

After the meeting, L. Selden Taylor, Supt. of Boats and Conservation, Virginia Commission of Fisheries, said he and Mapp and Warfield would leave for Beaufort, N. C., where they will meet Dr. H. F. Prytherch, Director of U. S. Biological Laboratory there, and Capt. John A. Nelson, North Carolina Fisheries Commissioner.

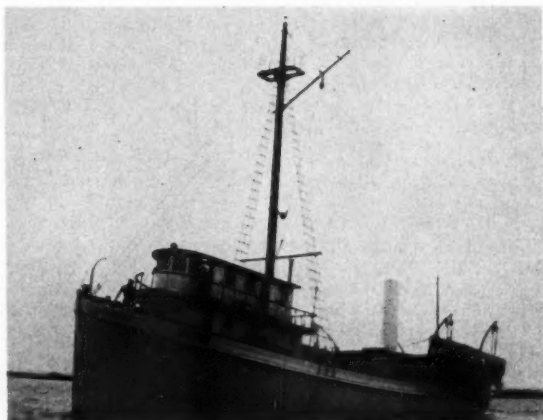
Taylor said the purpose of the visit would be to examine the crab conservation program which was instituted in North Carolina some time ago. The State Legislature appropriated \$10,000 to help finance an extensive oyster planting and conservation program there.

Maryland Transplants Crabs

Between six and seven hundred baskets of sponge crabs, fresh out of the water from the seaside of Maryland, have been brought to Crisfield and let loose in the waters in this section and at Smith's Island, in an experiment to help rehabilitate the crab business in Somerset County.

Those in charge of the program say that the crabs were lively and in good shape when they were put overboard, and excellent results are anticipated from their transplanting.

The results will be watched closely, for the sponsors of the project realize that if the crabs live, and spawn here, that fact



The menhaden boat "Dewey" owned by W. M. Webb of Morehead City, N. C., and captained by J. Dewey Willis. She is 105' x 22' x 10', carries 25 men, has a capacity of 700,000 menhaden and uses two 37' x 7', motor driven purse boats. Her power is an 8 cylinder, 300 hp., Wolverine Diesel, turning a 62 x 35 Columbian propeller, and giving a speed of 11 mph. The purse seine is of Linen Thread Co. make.

will go a long way toward solving the problem of building up the supply of crabs, and the same experiment will likely be tried in other sections of the State.

Floating of Oysters Regulated

At a meeting held in Stockton, Maryland, July 8th, following a joint meeting held in Washington, July 7th, at the offices of Senator Tydings, the U. S. Public Health Service and the Maryland State Department of Health notified the people floating oysters that they will not be issued a public health certificate unless they meet the new regulations as to the distances of the floats from shore. The regulation in the Stockton areas is a minimum of 150 feet from the oyster house projecting out into the Bay. This would require that certain of the houses place their floats as much as 250 feet off shore. The new regulation of the Health officials is designed to prevent the remotest possibility of contamination of the oysters placed on the floats. During the 1940-41 oyster season, the oyster growers in the Franklin City area were required to have their floats a minimum of 200 yards from shore.

Hearing on Placing of Nets

A public hearing on the War Department regulation pertaining to the placing of nets along the Maryland coast was held on Tuesday, July 22, in Ocean City, Md., by Col. F. G. Boggs, War Department Engineer at Baltimore.

At the present time the regulation provides that fishing nets from the Maryland-Delaware line Southerly to Chincoteague Inlet must be at least a half mile from shore, but special permission was given to permit the nets to remain in closer until this present hearing was held and acted upon.

W. T. Elliott of the Elliott Bros. Fishing Co., of Ocean City, expressed his opinion that nets a quarter of a mile from shore did not hamper navigation and that the depth of water closer to shore was too shallow for commercial fishermen. The War Department will presumably take action on the findings at this hearing.

Harrison on Resource Commission

George T. Harrison, president of Tilghman Packing Co., of Tilghman's Island, Md., has been made a member of the Natural Resource Commission established by the last Maryland legislature to unify the Conservation program in Maryland.

Ready for Good Oyster Season

The oyster season opens in Maryland on September 1st. Some sections permit tonging on that date and others on September 15th. Several packing houses in the State begin shucking on the first day of September. Watermen report oysters as being fat and in good condition in the Chesapeake area.

Hold Conservation Conference

The first annual Conservation Conference and Inspection sponsored by the Department of Tidewater Fisheries of Maryland was held at Solomons August 12 and 13. Topics pertaining to various aspects of the fisheries were discussed with Chairman Edwin Warfield, Jr., presiding.

Virginia Making Oyster Larval Study

The Virginia Fisheries Laboratory's biologists, at Yorktown, are studying the early developmental stages of the oyster in several parts of the Western shore, according to Dr. Curtis L. Newcombe, Director of the Laboratory.

It was pointed out by Dr. Newcombe that most of the regular observations have been made in Seaford, and in the York River, near Yorktown. This survey is already said to be turning up interesting data on the life history of the oyster.

During the month of June, extended cruises of the *Agnes Hope* were made to Mobjack Bay, Fox Hill and Buckroe areas and to the James River, to collect oysters in different stages of sexual maturity and by means of Plankton net tows, the relative abundance of oyster and clam larvae was estimated, as the season progressed.

Winston Menzel and Bickett Shepherd of the Laboratory Staff have been following the time of appearance and abundance of larval oysters and clams particularly at Seaford and in the James River. There is a noticeable time variation in the ripeness of the oysters and the number of larvae in the Plankton in different collecting areas that are quite close together.

As a supplementary part of these studies, "Cultch," consisting of shells of oysters, clams, mussels, cement egg crates, et cetera, is put down at regular intervals to indicate the time and conditions most favorable for a good "strike".

The object of these particular field experiments is to establish a satisfactory basis for predicting the time of strike in the several localities now being investigated so as to provide a guide for planting shells at the best time.

Fisheries Laboratory School

August 1st marked the end of the six weeks' regular Summer school session in Aquatic Biology and Conservation at the Virginia Fisheries Laboratory in Yorktown and Williamsburg. Dr. Curtis L. Newcombe, director of the laboratory, has announced.

Students specializing in this field, Dr. Newcombe stated, will continue for three weeks longer, conducting special research problems for which they receive college credit at William and Mary.

With the aid of the Commission's fishery boat *Agnes Hope*, it has been possible to take the students to the various centers of the Commercial Fisheries, where the men in the industry cooperated in every way, giving the students access to the oyster and crab houses and the methods of these fisheries.

On July 26 the group went to Hampton and there visited the Oyster House of J. S. Darling & Son, and the Crab House of George T. Elliott. Securing the services of Capt. W. T. Quinn, of the *Sea Roamer*, the students were able to go aboard and see a typical offshore trawler and the gear used in this industry.

The "*Edna Berry*", owned by Capt. Stultz Berry, Port Norris, N. J., and powered with a new Superior "Fisherman Diesel", model MRD-4, installed by R. C. Gates, Bivalve, N. J.

South Carolina Shad and Oyster Production Increasing

SOUTH CAROLINA'S shad catch for the 1940-41 season was 20,053 fish, compared to 14,932 for the previous year, according to J. M. Witsell, chairman of the State Board of Fisheries. Mr. Witsell said that present conservation methods appear to be bearing fruit but are not sufficient and should be increased greatly. He added that the Board was hoping that a normal catch of from 30,000 to 40,000 shad a year will be possible soon.

Mr. Witsell announced also that 1,329,322 bushels of oyster shell had been planted during the 1940-41 season, compared to 816,494 bushels the previous year. The shells are planted by operators under supervision of inspectors for the Board to provide places on which the spats may attach themselves. He said that in the last year 33,416,138 ounces of oysters were canned in South Carolina, compared to 25,134,466 ounces in the previous year.

New Boat for Liberty Fish Company

A 50-foot shrimp trawler *Bella* has just been completed by Sarris Brothers, St. Augustine, Fla., for Liberty Fish Co., Beaufort, S. C. She is equipped with a 6-cylinder 80 hp. Lathrop Diesel engine.

This season is especially important, it was pointed out, because it marks the first time that organized instruction in Marine Biology has been offered in the State.

As a part of the laboratory's investigations on the blue crab, nightly tows for larval crabs are being taken in different sections of the Lower Bay.

To Study Croaker Production

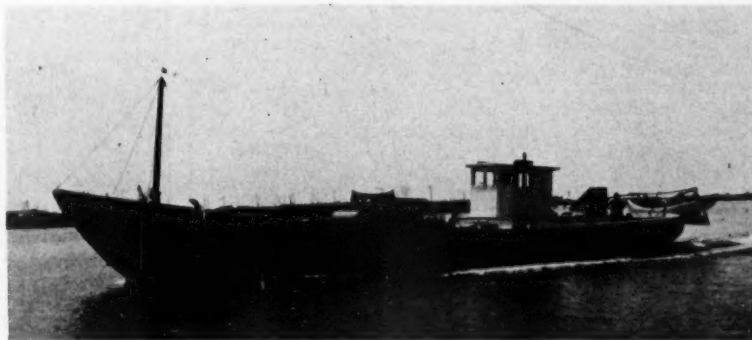
Safeguarding the 50-million-pound annual food production of the largest inshore fishery of the United States—the croaker fishery—is the object of an investigation being undertaken by the Fish and Wildlife Service.

Field studies under a long-range program of research aimed to maintain the present high production of croakers will begin during the heavy autumn croaker fishery in the Chesapeake Bay. The program will be under the immediate direction of John C. Pearson, formerly in charge of the Service's shad research activities at Charleston, S. C., and under the general supervision of Robert A. Nesbit, in charge of the Middle Atlantic biological staff. Permanent headquarters will be established at the new laboratory of the Fish and Wildlife Service at College Park, Md.

Pearson's investigations will stress a statistical survey of the croaker population to discover the sizes and ages of the fish caught in each locality and by each kind of fishing gear. From this information, biologists are able to learn the maximum poundage that may be taken without endangering future supplies.

Curtis Now Willard Distributor

Curtis Marine Company, Inc., of Norfolk, Virginia has been appointed the distributor for Willard marine storage batteries for Virginia and North Carolina.





Part of the Morgan City shrimp fleet tied up in Berwick Bay of the Atchafalaya River for the annual Blessing of the Fleet ceremony. Along the city docks in the background can be seen part of the crowd of 5,000 which thronged the city for the occasion.

Gulf Shrimp Fleets Receive Annual Blessing

WITH an estimated crowd of 5,000 persons witnessing, the Morgan City shrimp fleet held its annual "Blessing of the Fleet" ceremony in Berwick Bay in mid July. It was the earliest date that the celebration has ever been held, and its sponsors, the Gulf Coast Seafoods' Producers and Trappers' Association group at Morgan City, Berwick, and Patterson, report an unusually successful event.

Many of the Morgan City shrimpers hail originally from the East Coast, particularly from Florida and Georgia, and a number of these had driven back home for a visit during the lay-off season this year. However, this did not appear to affect the attendance, either in boats or people.

Approximately 150 trawlers paraded the river, filled with friends and families of fishermen, and fully supplied with refreshments.

The ceremony was unusual this year in that it was held during the first closed season for the offshore shrimpers in several years.

Head of the fishermen's committee making arrangements was P. A. LeBlanc, secretary of the union, while President Harvey Lewis was also active, in addition to T. Mocks and S. W. Jenkins, vice presidents.

Captain of the trawler which was honored by being used as the ceremonial boat from which the priest and his assistants passed the fleet in review and pronounced the blessing was John Vidos. The trawler used was the *Mystery*, a new boat launched not long ago and owned by Riverside Packing Company of Berwick.

The ceremony at Morgan City is somewhat different from that observed at other Louisiana shrimping centers and at Biloxi, Miss. In these places the vessels are blessed from a reviewing stand on the bayou or river, before which they pass slowly. At Morgan City, however, the officiators board a vessel and pass before the trawlers, which have previously been anchored in two long strings.

Other Louisiana and Mississippi ceremonies, following a tradition of many centuries in fishing villages of the Old World, were held in late July and early August as usual, prior to the shrimping season's start.

The annual blessing of the shrimp fleet at Biloxi, where the event was originated in the United States, was held July 27, and had a large attendance.

"Ramos Jr." Launched

Recently launched at Morgan City by Klonaris Shipyard was the *Ramos Jr.*, a 56-foot shrimp trawler owned by Joe and Tony Ramos and captained by Capt. Joe Lucas. She is pow-

ered with a new Caterpillar Diesel, and will join the fleet of the Ramos Shrimp Co. at Patterson.

Ten more vessels are under contract to be started on as soon as possible, Stathis Klonaris, owner of the yards, reports. These are in addition to some half-dozen being rushed to completion.

New Morgan City Cannery Opened

A new Morgan City shrimp canning and processing plant was opened on August 10. Completely and modernly equipped for wet and dry pack shrimp, this latest addition to the industry is located in the Sidney Prestenbach building on the river front in Klingsville. The factory is owned and operated by Sidney N. Haas of New Orleans, who formerly operated a canning plant in Berwick.

The Haas canning plant will handle run-of-the-catch shrimp and will have a capacity of about 600 cases daily.

Haas has one trawler which will trawl out of this port and he will provide a market for the catch of other boats, especially those generally operated within a few miles of shore.

Brooks Supplying Army Camps

The Brooks Seafood Corp. of Morgan City is supplying Louisiana Army Camps with 120,000 pounds of fresh fish each week. The seafood is being bought in the East and brought back by truck. The army serves seafood twice a week, alternating with canned and fresh.

"H. M. Tower" Ready

The hull of the *H. M. Tower*, the big trawler that "Firpo" Tower is building on the Berwick waterfront for his own use, was ready for launching early in August.

\$7 Barrel Price for Shrimp

Fishermen and factorymen in Biloxi, Miss., have reached an agreement over the price of shrimp for the season just opened. The factories will pay \$7 a barrel for shrimp on the fishing grounds, which will mean \$2 extra for freight and ice. This schedule apparently is satisfactory to all concerned.

Louisiana Ends Porpoise Trouble in Unique Way

After several weeks of porpoise shooting with high powered rifles, it appears that by such means shrimp trawlers can be protected from heavy depredations.

The shooting of several hundred porpoises has been very successful, not so much in view of the number of porpoises killed, but as to the effect on the habits of those left alive.

The porpoises have proved to be very gun-shy. That has more or less broken the ones in those waters of their practice of travelling in schools behind the shrimp trawlers and attacking the laden nets.

The porpoises now head for deep water when they are fired at. The rangers have combed the waters thoroughly, and fishermen have said that a reduction of the molestations of their catches became noticeable some time ago.

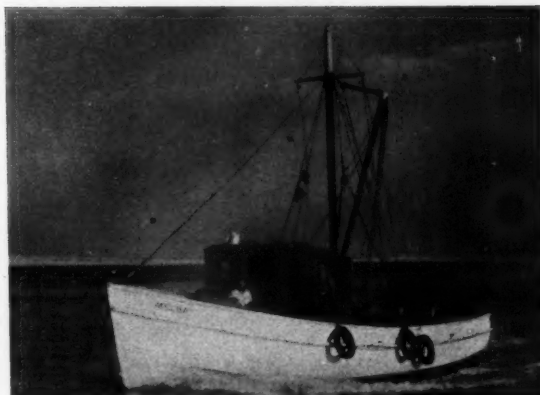
Porpoises infest Louisiana waters in the Barataria Bay and other regions throughout the year, according to veteran shrimp fishermen who complained to the Conservation Department that the porpoises were becoming more proficient in their attacks on shrimp catches.



At left is the new Morgan City, La., shrimp plant of Henry Hervey, formerly of Lafitte. At the right is the shrimp plant of Parker Conrad.



The "Charope", 46' x 15' x 4' 9", owned by Luke Freia and Pete Dallas, Morgan City, La., and powered by a Mack Mariner 605W 100 hp., with 3:1 reduction gear.



The Florida shrimp trawler "Melba", skippered by Capt. Louis Thomas, is 48 ft. in length and powered with an 85-hp. Cummins Diesel.

Florida Has New Crabmeat Cannery at Apalachicola

THE Blue Channel Corp. of Beaufort, South Carolina, has started crabmeat packing operations in their new Apalachicola plant. Frank Yourga is manager.

The new packing plant is the first steam operated crab packing plant to be opened in this city.

Blue crabs have always been abundant in the surrounding waters, but it wasn't until several years ago that the crabbing industry was introduced to Franklin County. Up until the present the crab meat was shipped fresh and had to be kept under refrigeration until it was consumed. However, the new plant will pack the meat in vacuum packed cans which will be heat sterilized.

Long Rain Drives Out Crabs

As a result of an unusually long rainy spell late in July, the Apalachicola seafood industry dwindled to practically a standstill.

The packing of blue crabs, virtually the city's largest Summer industry, dwindled almost to nothing. Heavy rains on the Apalachicola River and its branches caused high rises in the river, whose waters flow into the broad Apalachicola Bay and then into the Gulf of Mexico. When the sweet water comes into the bay, it pushes out the saltier water on into the Gulf. In turn, the crabs follow the salt water, in which they thrive best, and henceforth the blue crab temporarily became extinct in the surrounding waters.

As soon as the rainy season passes they again return to their haven in the bay.

Raise Wharfage on Sponge Boats

Tarpon Springs city commissioners and representatives of the sponge fishing industry reached an agreement late in July on the proposed change in the system of collecting revenue from the sponge boats. Under the agreement the present system of assessing wharfage fees in lieu of personal property taxes will be retained but the amount of the fees will be substantially increased. Under the new schedule, diving boats, which formerly paid a fee of \$15 each, will pay \$25 and the hook boat fee is increased from \$10 to \$17.50. Representing the sponge industry were N. G. Arfaras, W. F. Ferguson, John Diamandis, Louis Smitzes, George Mavros, and Tony Giallourakis.

Sponge Disease Research Planned

Dr. F. G. Walton Smith, assistant professor of Zoology at the University of Miami, has conferred with Fish and Wildlife officials in Washington regarding the sponge blight which has damaged the beds off Key West. Dr. Smith is a specialist

on the disease and has investigated its effects both at Key West and in the Bahamas.

From Washington Dr. Smith will go to Woods Hole, Mass., to work with Dr. Paul S. Galtsoff of the Bureau of Fisheries on further research into means of controlling the sponge disease.

New Sponge By-Product Displayed

Milton Cohn of New York, president of the Sponge Institute and head of the Gulf and West Indies Sponge Company, arrived recently at Tarpon Springs to arrange for the making of a new sponge by-product of which he is displaying samples.

Copyrighted "Loofah Sponge-Pak," this product is made from sponge clippings which are sewed into small packages made from loofah. The new sponge-pak is durable and inexpensive. The packs are made in various sizes to retail from ten cents to one dollar.

Cohn states he is already making up the packs at a plant in New York and may later open a branch plant here. The new by-product is being placed on the market to compete with imitation sponge.

Building New Shrimp Boat

George Demo George, owner and operator of the Standard Fish and Oyster Company, Apalachicola, has begun work on a new shrimp trawler for his company. The new craft is to be 45 feet in length with a 14 foot beam and powered with a Lathrop Diesel engine.

Roland Installs Lathrop in "Algrave"

M. Roland of Mayport has installed a 80 hp., 800 rpm. Lathrop Diesel in his shrimp trawler *Algrave*. He operates also the *Belem* and *Roland II*, which are equipped with Lathrop Diesels.

Louisiana Visitors

Vic Guarisco, John Santos, Tony Pattie, Virgil Versaggi and John Hardee, Jr. returned to Berwick, La., August 1 after a Florida vacation.

Two of Four New Steel Trawlers For General Seafoods Ready

THE first two new steel trawlers for the General Seafoods Corporation were scheduled to be launched by the American Ship Building Company on August 14, the *Drift*, built at the Lorain, Ohio yard, sponsored by Mrs. Tylee Lyon, and the *Surge*, built at the Cleveland yard, sponsored by Mrs. Walter Salen.

The other two trawlers are expected to go overboard the last of the month, the *Calm* at the Lorain yard, and the *Mist* at the Cleveland yard.



On board the "Elmer S." of Provincetown, Mass., powered with a Caterpillar marine Diesel engine, and equipped with Hathaway winch and Linen Thread Co. nets. Left to right: Alton Harding, John Gaspie and Capt. Joe Captiva.

Provincetown Fleet Busy

ONE-HALF of the dragger fleet are engaged in catching for the freezers of Atlantic Coast Fisheries here, and the Pond Village Cold Storage in North Truro. The rest of the fleet are doing well with haddock, flounders and cod, for which prices have been very good. The dories are also doing well on haddock and cod, while small tinkers in considerable amounts are being caught in the traps.

Gloucester Seiners Landing Trips

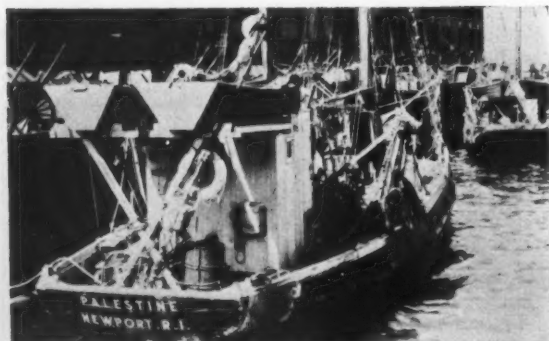
For the first time in 15 years, Gloucester seiners are landing in Provincetown. The Gonsalves Fish Co. is buying their catches and shipping to Boston and New York. These seiners are the *Frankie N. Rose*, *Mary W.*, *Antonia*, *Seraphina N.*, *Catherine Graffio*, and *Santa Maria*. The latter carries two seines, one for mackerel, and the other for horse mackerel. A few schools of horse mackerel have been sighted, but none caught yet by the *Santa Maria*.

Striped Bass

The bass fishermen are averaging 500 lbs. a day of striped bass. Most of them are caught at Pamet River, Truro Center, and some at Wellfleet. Most of the fish are brought into Provincetown for shipment to New York.

Close Shellfish Areas

The Orleans and Eastham Shellfish Board have closed two shellfish areas. They are shore flats in Town Cove and in Meeting House River. These sections have been sowed with quahog seed, and will be closed indefinitely.



The "Palestine" from Newport, R. I., at the Boston Fish Pier. Operated by Capt. Edward Sanchez, and powered with a 5 cylinder, 9 1/4" x 14" Wolverine Diesel.

Long Island Oyster Growers Outing

THE Long Island Oyster Growers, Division of Middle Atlantic Fisheries Association, will hold their 16th annual shore dinner at Oyster Bay, Long Island, New York, on Tuesday, August 26. Boat will leave Oystermen's Dock at 1:00 P.M. for a sail on Long Island waters, and an inspection of Long Island oyster grounds. A special guest train will leave New York from Pennsylvania Station, Long Island Railroad, for Oyster Bay, at 11:30 A.M. sharp, daylight saving time, returning in the evening. Reservations for transportation and dinner will be made by the Association, at 203 Front Street, New York, upon request.

Planting of Oysters

The Bluepoints Co., located in East Marion on Gardiners Bay, has planted about 150,000 bushels of oyster shells in the Connecticut waters.

Oyster Packet Shipments

The J. & J. W. Elsworth Company, located in Greenport, on Eastern Long Island, has planted 60,000 bushels of shells in the New Haven and Norwich, Conn., waters. Shipments of oysters, mostly open, are being made to California during the Summer by the Elsworth Company plant. This plant did a very good business during the past season, experimenting in shipping packets of oysters for the home, which contained 48 oysters in the shell and one quart opened. The company believes packet shipments will become very popular.

A 400-Pound Tuna

Tuna fish are being caught about 25 miles off shore at Montauk, some weighing up to 100 pounds. One caught off Jones Beach tipped the scales at 400 pounds.

Butterfish

In Block Island Sound and off Gardiners Island the run of butterfish the past six weeks has been very good. Montauk skippers have found catches light in traps off shore.

Eel Weighing 7 Pounds

The eel catch has been much better than last season, and the demand is good. One weighing 7 pounds, 44 inches long and 9 inches in circumference, was caught in Three Mile Harbor, Montauk, recently.

Fluke

Along the South Shore and out of Sheepshead Bay the catch of fluke has been fine. A 12-pounder was caught in Sheepshead Bay.

In addition to fluke, skippers are landing good catches of mackerel, and after a lapse of several weeks sea bass are coming along in good numbers.

Lobsters

The catch of lobsters, which was very good in the beginning of the season, fell off in July, but during this month has been on the increase, and the demand is big.

Another "Caliban" Boat

Capt. F. R. Merrit has added another cruiser to his *Caliban* fleet, and it will be powered with a Chrysler Crown engine. This addition increases his fleet to 5.

"Lucky Seven" Changes Owner

The *Lucky Seven*, formerly owned by Capt. Bud King, and operated out of Montauk, is now owned by Capt. Phil Miller, who fishes the Florida Keys in the Winter.

Boatmen's Association

The Freeport Boatmen's Association is conducted in a business-like manner by Capt. Marty Fisher, who is well thought of by every skipper, because of his consistently fair treatment and irreproachable policy in the conduct of the Association and the service it offers.

Freeport Cold Storage

The Freeport Cold Storage Company now serve the sport fishermen as well as the commercial fishermen, packing and shipping their catches to any point in the United States, and supplying ice and bait.

New Bedford Fleet Acquires Three New Draggers

THE new 92-foot dragger *Noreen*, owned by Noreen, Inc., and to be skippered by Capt. Mike Smith of New Bedford, is ready for service after outfitting at the Hathaway Machinery Co., Fairhaven.

The boat was launched June 28 by Casey Boat Building Co., the largest craft ever built at this port. Designed by Wm. H. Hand, Jr., she replaces the owner's dragger of the same name that was sold recently to the U. S. Navy.

The *Noreen* is both graceful and rugged, and incorporates several new construction features. The sides of her bow are vertical above the guard rail with the flare entirely below. The stem is cruiser type with round counter. There are exceptional fine lines with practically no overhang. The lines are carried back in cruiser style with conventional rail line and sharp water line aft.

The pilot house is entirely of steel, while the deck house aft, containing the Captain's quarters and connected by passageway, is of composite construction and is dropped down to deck level to allow space for dories on the roof. A rear vestibule connects the Captain's room, toilet and engine room hatchway. Around the dog house is a U-frame bolted through the deck that braces the galleys frames and at the same time strengthens the dog house.

The *Noreen* is powered with a type GN6, 6 cylinder, 260 hp. Cooper-Besemer Diesel, direct reversing with sailing clutch. The engine swings a 60" Hyde propeller, with Hathaway 6" bronze shaft and stern bearing.

A Hathaway winch with mechanical upright gear is driven through a Kinney clutch. Batteries are Exide 32 volt, 280 ampere hour capacity. Other equipment includes Fairbanks-Morse generator, Curtis Compressor, Shipmate range, Fathometer depth finder, Roebing wire and Whitlock cordage. All steel work on the boat was fabricated by Hathaway Machinery Co.

Two Newcomers Join Fleet Together

For the first time that could be remembered the Morse Boat-building Company at Thomaston delivered two "fishermen" to their owners on the same day, and they sailed for their home port together. On August 9, the *Harriet N. Eldridge* and the *John G. Murley* left the builders' docks and started for New Bedford, Mass. The *Murley* was under command of Capt. John Meade of Brooklyn, and the *Eldridge* was captained by Capt. John Murley of Fairhaven, Mass.

The craft are identical in every respect with the exception that the *Eldridge* has a whaleback forward that the *Murley* has not. Each is 97' in length, 19' 6" in beam and draws 10' of water. They are powered with 230 hp. Cooper-Besemer Diesel engines, are equipped with 32-volt Exide Ironclad batteries, and have a fish hold capacity of 110,000 pounds.



The new "John G. Murley" of New Bedford.



Capt. Michael Smith of the new dragger "Noreen", and Mrs. Smith, who christened the vessel, with two of their daughters.

Prices Good

Scallop prices at New Bedford were good after the middle of July, going as high as \$1.78 per gallon. The scallop fleet is exceptionally large at this time of year on account of the fact that many New York scallopers land their catches here during the Summer months.

Groundfish and swordfish are also bringing big prices this Summer.

Double Trouble for "Fannie S."

The sloop *Fannie S.*, owned by Doug Malone and skippered by Louis W. Salisbury, has had a bit of tough luck lately. It all started when Euton Ryan caught his leg in the winch. According to report the vessel was put about and the injured member brought into port. Captain Ryan sailed again to finish his trip and on the way in, the vessel went aground five miles East of the Squibnocket Ridge, opposite Chilmark Pond on Martha's Vineyard. The Coast Guard freed the sloop and towed her into this port, where 38 feet of shoeing were repaired at Kelly's Yard.

It was learned that the 10 men, 110 ft. dragger *Mao IV* sank off Georges Bank as a result of the cable becoming caught in her propeller in 42 fathoms of water. The vessel's skipper, Capt. Nick Foley of Medford, the owner, and the entire crew were rescued. The vessel was insured, and the men aboard her, including seven New Bedford residents, were able to save their gear, since the vessel went down slowly, apparently due to a split shaft log. The vessel was a converted sub chaser.

Fish Now Sold at Bid

At a meeting of the Atlantic Fishermen's Union on July 14, it was voted that after July 15, all fish landed at New Bedford must be sold at open bid. Hours of selling will be from 8 A.M. to 12 noon. Boats arriving after 12 may sell their trips provided they are sold at the same price or better than fish sold in the morning of the same day.

It was decided also that sailing hours will be 24 hours after the sales slip had been obtained by the Captain.

Haul Out After Big Trips

The dragger *Wamsutta* owned by Capt. Sandy Smith and the *Cape Ann* owned by Mike Smith were recently on the railways for Summer overhauling after making big trips into Boston.

Casey Building Another Dragger

Casey Boatbuilding Company of Fairhaven is building a 72 ft. dragger on speculation. The new craft will be similar to the recently launched *Catherine* and *Mary*, and will be powered with a 170 hp. Superior Diesel.

Two Boats Get New Caterpillars

Doris, owned by Capt. Dan Mullins, which was recently rebuilt at Kelly's Yard, Fairhaven, has been equipped with a new 55 hp. Caterpillar Diesel and is now ready for fishing.

A 135 hp. Caterpillar Diesel has been ordered by Capt. John Salvadore for his *Hazel M. Jackson*. He recently purchased this boat from Ernest Murley.



Lake Erie Fish Co. plant and dock at Ashtabula, Ohio. This company operates the "Lefco" and "K7" and produces Lefco brand fillets.

Wisconsin Holds International Board Hearing at Bayfield

COMMERCIAL fishermen appearing at a hearing in Bayfield, Wis., July 12 sponsored by the International Board of Inquiry for the Great Lakes Fisheries, indicated they favored existing laws and were opposed to any treaty with Canada governing fishing regulations.

J. A. Walstad of Booth Fisheries testified at the hearing that the price of whitefish hinges on the fact that the Chicago market takes nothing less than 1 $\frac{3}{4}$ pound fish, while in Bayfield, 1 $\frac{1}{2}$ pound whitefish are considered good size.

Mr. Walstad testified, along with others, that whitefish are increasing. He also referred to the natural closed season in Bayfield and said it was of benefit to the industry. He emphasized that the reputation of many years' standing for law-abiding in the Bayfield district has accounted in part for the good fishing lasting so long.

Robert Jones, Cornucopia, said he was not in favor of a treaty that would help Canada and not the United States. He declared he believed that the treaty would be made to keep the market open here for Canada and that there should be an import duty on Canadian fish.

Arthur C. Kron, LaPointe, suggested that the amount of rig each fisherman could use be limited by the State, and suggested that the Wisconsin maximum be reduced.

Ulrick Frostman, Washburn, suggested Wisconsin make its own fish laws since its season is different from other States and Canada. He said he opposed a treaty with Canada or any State. He declared that the fish spawn in Wisconsin at a different season than in other localities and fishing conditions differ. He suggested the Canada tariff be raised to 5c per lb.

The Bayfield meeting was opened by Board Chairman Hubert R. Gallagher, assistant director, Council of State Governments. Dr. John Van Oosten, Ann Arbor, Mich., in charge of Great Lakes fisheries investigations for the Fish and Wild Life Service, and American member of the Board, was co-conductor.

Rough Fish Fund

The Wisconsin Conservation Department may have to ask for an additional "revolving fund" for rough fish removal.

It has had such a fund. With it the State has done extensive work. It seined many lakes and streams, removed more than 83,000,000 pounds of carp sheepshead, eelpout and other cannibal fish from their waters.

Once commercial fishermen did this job and it didn't cost the State a cent. But neither did the State rid its waters of fish.

Commercial fishermen had to find profitable markets for any rough fish they caught. Only comparatively large fish could be profitably marketed. So that's what the fishermen caught.

The State Conservation Department ultimately took over the job on the theory that the way to get rid of rough fish is to

get rid of them—catch all you can, whether marketable or not; take rough fish minnows, small fry.

The Department's Division of Contract and Commercial Fishing did that, but, of course, also caught big and marketable fish. It shipped as many of these as possible to Eastern cities and tried to get good money returns for them. By this means it kept its "revolving fund" going. But, as more and more unprofitable, but very beneficial, rough fish removal was engaged in, the revolving fund gradually was depleted.

Mayflower Lobster Company

(Continued from page 6)

used, but the machinery is so arranged that either engine can operate either or both pumps. In case of stoppage in either intake line, water can be by-passed from the other line to clean it out. Thus, the machinery is arranged to safeguard against any emergency.

Larger Tanks Used

A feature of the Mayflower plant, not generally found, is the use of 4 tiers of tanks instead of the conventional 3. With this arrangement, considerable floor space is saved.

In place of the standard 12-foot tanks, the tanks in this plant are 16 feet long. This results in 3 tanks having the capacity of 4 conventional ones, which makes possible a corresponding reduction in the amount of piping required.

There are 16 tanks, 8 on either side of a center aisle, which is formed by planks over a trough-shaped concrete drain. The top of the first tank is flush with the aisle floor, while the succeeding tiers are each stepped back one foot to provide access for bailing. The total capacity of the tanks is 25,000 pounds.

Piping System

The water enters each top tank from a header line through independent valves, and drops to the tanks below through overflow pipes, of which there are three in each tank. They are located at opposite corners and in the center, and are 2 inches in diameter excepting the bottom tank, which are 2 $\frac{1}{2}$ feet size corners and 3 feet size in the center. The overflow pipes are specially designed to derate the water, i.e., to recharge with oxygen, as it flows from one tank to another.

Having the water properly charged causes any sediment to rise to the surface and cling to bubbles while being carried to the overflow. Drainage from the bottom tank is into the concrete culvert under the floor, which discharges into the harbor.

In addition to the main header line outlets, there are 2" auxiliary drop lines with inlets to each tank through $\frac{3}{4}$ " reducing valves. These pipes are used when greater circulation is necessary, as for example in the handling of new stock, or when desired to feed water into any tank direct from the header line.

The inside of the tanks are painted with Cuprinol, a chemical compound which prevents algae growth and eliminates termite action, thus keeping the tanks clean and sound for long periods.

Boiling Tanks

The Mayflower plant has excellent boiler equipment for use in operating the boiling tanks, heating the building and supplying hot water. The boiler is a 10 hp., high pressure unit, that will carry 100 lbs. of steam. It is oil-burning and fully automatic, with feed water control having high and low water cut-outs, and pressure variation control that can be set as low as a 2-pound variation.

There are two boiling tanks that can cook 700 pounds of lobsters each at one boiling. They are situated on opposite sides of the room with a 1-ton chain hoist operating on an overhead track between, to handle the boiling crates.

The boiling tanks are piped through a set of valves to allow the passage of fresh or salt water or steam, as required. There is a noiseless water heater with a combining tube for mixing live steam and water.

In addition to its large plant capacity, the Mayflower Company has a reserve supply of 120,000 lbs. in a Maine pound.

As a result of the success of the Mayflower plant thus far, the Company already has plans for building this Fall a 120 ft. extension to the present building, with 48 additional tanks, which will provide a maximum capacity of 100,000 pounds.

Announcing the Opening of the
NEWEST - MOST MODERN LOBSTER PLANT
Operated by
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Miracles . . . you see them on every hand . . . in new factories, ordnance plants and cantonments which spring up overnight . . . in every-day feats of supply, transport and construction which are making America "the arsenal of the democracies." These miracles are not the product of anyone's magic wand, but of the all-out effort of industry and the men in industry who know how to do a job—do it fast and do it well. These men have learned that knowing how means—first of all—knowing what type of power to choose for the job . . . what kind of power will assure the greatest dependability and the highest productivity over the longest period of time. Experience has proved that Cummins Diesel power meets these requirements best and that's why the men who know how consistently and repeatedly specify Cummins Dependable Diesels for National Defense power needs. Cummins Engine Company, 6616 Wilson Street, Columbus, Indiana.

Illustrated: Model HMR-600 Cummins Dependable Diesel. 150 hp. at 1800 rpm. Other models from 33 to 325 hp.



CUMMINS DIESEL ENGINES, INCORPORATED
1106 Shackamaxon Street, Philadelphia, Pennsylvania
CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC.
7 Wethersfield Avenue, Hartford, Connecticut
CUMMINS DIESEL SALES OF JACKSONVILLE, INC.
1534-38 East Eighth Street, Jacksonville, Florida



Boat built by Alfred May of Strathmere, New Jersey, for the State of New Jersey Division of Motor Fuels. She is 48' 5" in length, with a beam of 13' and a draft of 3' 8". She is painted and varnished throughout with Pettit Paint Company products.

Shellfish Cleansing

(Continued from page 7)

face. The inlet is in a strong tidal rip which eliminates one objection to the continuous flow process where occasional storms have roiled the water source to such an extent that pumping must be stopped. A 125 g.p.m. motor driven pump on a pier in front of the plant discharges sea water into the detention tanks. On the way it receives a dose of chlorine solution from a small hypochlorite pump.

The detention tanks are constructed across the widths of the conditioning tanks and hold about 500 gallons. They are fitted with over and under baffles and provide a contact period for the chlorine of 20 minutes. Chlorine is applied at a rate which will provide a residual of about 0.5 p.p.m. at the detention tank overflows. By the time the water leaves the conditioning tanks, the residual has been reduced to a little over 0.1 p.p.m. Samples of water taken before leaving the conditioning tanks have almost invariably been found to be sterile.

From the detention tanks the chlorinated sea water flows into the distribution troughs which assure a uniform introduction of water throughout the width of the conditioning tanks.

The clams to be treated are bedded on removable wooden gratings in the bottoms of the tanks. During the Summer months 60 bushels are treated at a time. This is reduced to 50 bushels during the Winter. Each batch is held at least 24 hours.

Winter temperatures were found to change the feeding characteristics in that when water temperatures dropped below 40°F. feeding practically stopped. At the present time the Winter procedure is to pump cold chlorinated sea water over the clams for 3 to 4 hours; then stop the main pump and start a small circulating pump which takes sea water from the tanks and passes it through a small stove. This is continued 3 to 4 hours until the water has reached a temperature of 45-50°F. Thereafter the main pump is again started and continues for 16-18 hours. Since most of the conditioning occurs during the 3-4 hours period when the water temperature is raised, the capacity of the plant could conceivably be increased 4 or 5 times its present output.

The operating costs of this plant average about 6c per bushel of clams treated. This does not include depreciation, capital charges, nor labor costs. All of the labor involved is performed by the owner.

The advantages of this process over the floats formerly used by the owner of this plant are that he is able to supply clams of consistently better quality both from the standpoint of scores and the reduced amount of sand and grit retained; the amount of labor involved in handling the clams is reduced; the market supply is instantly available within his own plant and the shells are cleaner and better appearing.

The process is immediately available in three other areas in New Jersey. Three sea water chlorinating plants have been built by the State and they are practically ready to supply any conditioning tank that may be built nearby. The process has been demonstrated to be suitable for producing at a profit a quality product without objectional tastes or odors.

Fulton Market Wholesale Prices

Specie	July 1-5	July 7-12	July 14-19	July 21-31
Bluefish	.06-.32	.18-.25	.25-.32	.07-.25
Bonito	.02-.05	.03-.07	.04-.12	.04-.21
Butterfish	.01-.05	.02-.14	.01½-.14	.01½-.14
Codfish, steak	.04½-.09	.06-.13	.06-.15	.05½-.14
Codfish, market	.04-.06	.03½-.06	.05-.07	.04-.07
Croakers	.02½-.03½	.03-.05	.04-.05	.02-.04½
Eels	.. ..	.04-.12½	.10-.12½	.. ..
Flounders	.02½-.12	.04-.18	.03-.16	.03½-.28
Fluke	.06-.18	.04-.20	.10-.20	.06-.16
Haddock	.04-.05	.02½-.06	.01-.07	.03½-.23
Hake	.05-.05	.03½-.06	.04-.07	.04½-.07
Halibut	.14-.16	.15-.22	.16-.22	.16-.27
King Whiting (Kingfish)	.05-.06	.06-.07	.08-.10	.08-.10
Mackerel	.04-.11	.02-.16	.02-.17	.01½-.20
Mullet	.08-.08	.. ..	.. ..	.09-.09
Pollock	.04-.05	.04-.06	.05-.07	.04½-.08
Salmon, Pac.	.16-.20	.19-.25	.18-.25	.18-.23
Salmon, Atlantic	.15-.20	.18-.28	.28-.30	.20-.22
Scup	.01-.04	.02-.04½	.01-.04	.01½-.06
Sea Bass	.02½-.10	.03-.12	.03-.14	.02½-.12½
Sea Trout, Gray	.02-.20	.03-.30	.03-.25	.02-.12
Red Snapper	.19-.19	.. ..	.. ..	.20-.20
Sole, Gray	.06-.09	.05-.12	.05-.10	.04-.11
Sole, Lemon	.08-.08	.09-.12	.14½-.15	.04½-.16
Striped Bass	.18-.23	.18-.25	.20-.28	.18-.28
Swordfish	.35-.40	.45-.55	.40-.55	.30-.50
Tilefish	.04-.06	.04-.06	.06½-.08	.07-.08
Tuna	.12-.17	.10-.17	.04-.16	.08-.15
Whiting	.00½-.02½	.01-.06	.00¾-.03½	.00¾-.03½
Yellowtails	.04-.04	.03-.08	.02-.08	.02-.08
Clams, Hard	1.00-7.00	1.25-7.50	1.25-5.00	1.00-9.50
Clams, soft	1.00-2.50	1.50-3.00	1.00-2.25	1.25-2.25
Conchs	.50-2.75	.75-2.75	1.00-2.50	.75-2.50
Crabs, Hard	.75-2.00	.75-2.75	1.25-2.50	.50-2.50
Crabs, Soft	.60-2.50	.75-3.00	1.00-3.00	.40-3.00
Crab Meat	.30-.65	.25-.60	.30-.60	.20-.60
Lobsters	.32-.39	.30-.41	.25-.42	.27-.38
Mussels	.50-.75	.50-.75	.50-.75	.50-.85
Scallops, Bay	2.75-2.75	2.50-2.50	2.60-2.75	2.50-2.75
Scallops, Sea	1.70-1.70	.. ..	1.80-1.90	2.00-2.10
Shrimp	.16-.28	.17-.35	.16-.30	.18-.30
Squid	.05-.06	.04-.08	.05-.08	.02-.10
Frogs Legs	.45-.50	.40-.50	.50-.55	.40-.50

Shelter Island to Promote Oyster Sales

Some cleverly designed promotional material for oysters has been prepared by Shelter Island Oyster Co., Inc., for distribution to restaurants and dealers during the coming oyster season.

For the September opening, the material which is made up in the form of store streamers, menu stickers and blotters, features "Oscar the Oyster" with the following verse: I'm Oscar the Oyster—a piper too, leading all oysters from seashore to you; September is here and there's no time to lose, we'll see you on half shells, in fries and in stews.

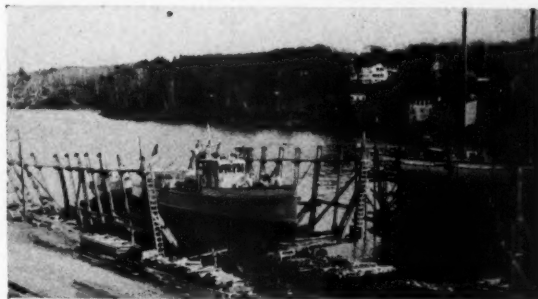
The material will be furnished to any buyer on request from the Company, which maintains offices at 150 Beekman St., New York, and plant at Greenport, N. Y.

Boy Scouts Cook Seafood

Seven Boy Scouts recently provided news at the Hotel New Yorker when they showed extraordinary culinary artistry in the finals of a fish cooking contest in which 6,000 Boy Scouts had originally started. As a reward for their cooking skill, the finalists were given a real man's trip—a voyage aboard real fishing boats, as guests of the Fishery Council.

Landlubber Tells of Trip to Georges Banks

The adventures of a city man on a regular commercial fishing trip to the Georges Banks was related on Isabel Manning Hewson's "Morning Market Basket" over WEAJ on August 8. The experience of the ten-day voyage was told by A. E. Kessler, executive secretary of the Fishery Council, who had just returned from the Banks aboard the *Beatrice and Ida*.

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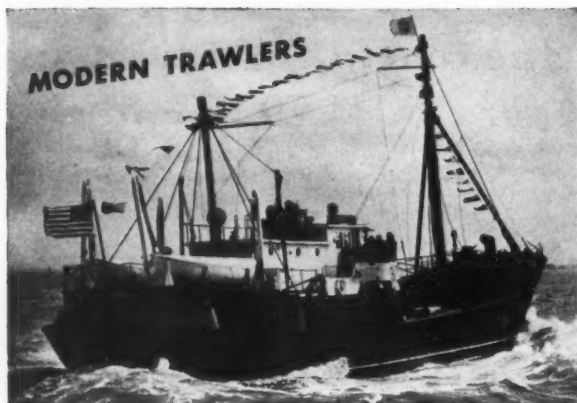
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Modern Diesel Trawlers recently built by Bethlehem include the *Harvard*, *Princeton* and sister ships for General Seafoods Corp., *Atlantic* and others for R. O'Brien & Co., and the *Shawmut* for Massachusetts Trawling Co. Besides construction facilities at the Fore River Yard, Bethlehem maintains two modern ship-repair yards, the Atlantic Yard and the Simpson Yard, on Boston Harbor.



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MENHADEN DIESEL
"W. Messick"
Reedville, Va.



Boston Pier Landings for July

(Hailing fares. Figure after name indicates number of trips)

Acme (7)	162,000	Josie M. (5)	113,000
Adventure (4)	332,000	Josie II (8)	167,000
Adventure II (1)	76,000	Katie B. (1)	55,000
Alden (4)	79,000	Lark (5)	502,000
Alice J. Hathaway (1)	61,000	Leonardo (6)	129,000
Alphonso (7)	133,000	Liberty (3)	40,000
American (3)	208,000	Mao II (6)	128,000
Annie (6)	122,000	Marcella (3)	199,000
Annie and Josie (7)	143,000	Maria Diaz (8)	168,000
Antonina (16)	269,700	Martha G. Murley (3)	153,000
Arlington (4)	589,000	Mary Grace (2)	93,000
Atlantic (3)	333,000	Mary and Jennie (7)	147,500
Belmont (3)	376,000	Mary W. (6)	127,000
Bethulia (1)	52,000	Mayflower (5)	83,000
Bettina (3)	267,000	Nancy B. (6)	209,000
Billow (3)	481,000	Neptune (3)	322,000
Boston (3)	295,000	Njorth (6)	54,800
Breaker (2)	275,000	North Star (2)	262,000
Breeze (2)	343,000	Ocean (1)	163,000
Brookline (4)	430,000	Olympia (3)	222,300
Cambridge (4)	457,000	Palestine (1)	42,000
Cape Ann (3)	167,000	Pelican (3)	203,000
Capt. Drum (6)	157,500	Plymouth (4)	443,000
Catherine Graffeo (3)	56,000	Pollyanna (2)	119,000
Catherine Saunders (3)	202,000	Princess (2)	41,000
C. M. Fausi III (10)	187,900	Quincy (4)	398,000
Cl'ace B. Mitchell (5)	107,000	R. Eugene Ashley (3)	204,000
Comber (2)	176,000	Rainbow (3)	160,000
Cormorant (2)	417,000	Rita B. (2)	165,000
Crest (1)	230,000	Roma (6)	134,000
Dartmouth (3)	256,000	Rosalie F. (3)	123,000
Dawn (2)	103,000	Rose and Lucy (3)	74,000
Donald Amerault (1)	116,000	Rose Marie (4)	205,000
Dorchester (4)	410,000	Rosie (7)	146,300
Doris G. Eldridge (2)	115,000	Saint Ann (5)	163,000
Ebb (3)	417,000	Saint Joseph (8)	72,900
Eleanor (7)	233,000	St. Provvidenza (8)	121,600
Elk (2)	152,000	Salvatore (7)	99,500
Ethel (8)	155,000	Santa Maria (5)	130,000
Ethel B. Penny (3)	173,000	Santina D. (2)	82,000
Ennice and Lillian (1)	30,000	Sea (2)	279,000
Eva II (6)	102,000	Sea Ranger (1)	66,000
Famiglia (3)	137,000	Sebastiana & Figli (4)	98,000
Fiori and Marino (3)	51,000	Serafina N. (5)	116,000
Fannie F. Hickey (2)	57,000	Squall (2)	466,000
Flow (3)	410,000	Stanley B. Butler (1)	72,000
Foam (2)	431,000	Storm (3)	730,000
Frances C. Denehy (3)	238,000	Superior (1)	90,000
Frankie and Rose (2)	49,000	Surf (2)	375,000
Fred Henry (6)	116,000	Swell (2)	359,000
Gale (1)	258,000	Thomas Whalen (5)	490,000
Gertrude Parker (2)	150,000	Three Sisters (3)	80,000
Gert. L. Thebaud (2)	155,000	Tide (2)	451,000
Gossoon (5)	338,000	Triton (3)	363,000
Grand Marshall (1)	79,000	Vagabond (4)	251,000
Hekla (3)	422,000	Vandal (3)	214,000
Helen M. (2)	133,000	Ventine II (4)	333,500
Ivanhoe (4)	175,000	Viking (1)	41,000
J. B. Jr. (7)	140,000	Wamsutta (1)	71,000
J. B. Jr. II (4)	88,000	Wave (3)	502,000
J. M. Marshall (2)	97,000	William H. Killigrew	52,000
Jackie B. (2)	63,000	Wm. J. O'Brien (3)	342,000
Jennie and Julia (4)	75,000	Wm. L. Putnam (4)	218,000
Joffre (1)	89,000	Winchester (3)	377,000
Josephine & Mary (3)	116,000	Winthrop (4)	356,000
Josephine P. (5)	131,000		

Liberty Dry Dock to Rebuild Albatross III

The contract for reconditioning the Fish and Wildlife Service research vessel *Albatross III* has been awarded to Liberty Dry Dock, Inc., Brooklyn, N. Y. The vessel was formerly the steam trawler *Harvard* of the General Seafoods fleet. She will be converted to Diesel power with the installation of two 250 hp. Superior engines, and will be provided with a new Maierform bow. The vessel is expected to be ready for service next Spring. John G. Alden of Boston is the architect in charge.

With Vineyard Fishermen

By J. C. Allen

JULY in these latitudes has been a rather remarkable month, taking things full and by. If a man had brains enough to read the signs that appear in the natural phenomena, he might well be able to chart his course for years ahead by them. But, on the other hand, he might get run under by an automobile or lose his grip in a breeze of wind, in which case his plans wouldn't be worth a cuss, so perhaps it's just as well that he isn't able to lay things out too far in advance.

Law Prevents Striped Bass Taken with Seines

Well, in July, Massachusetts passed a law to prevent the taking of striped bass with seines, and also established a minimum legal limit of sixteen inches. We believe this is a crazy thing, as far as it's predicted benefits are concerned. We know, as a matter of fact, that the bass begun to thin out as soon as the bill was signed, which may be one of those portents that we mentioned. But along this same line, we are pleased to report that to date, the lobster catch has been the heaviest in twelve to fifteen years, in actual pounds. This is darned good news and shows that nature has the weather-gauge of man, in spite of his impractical tendencies for making laws.

We hesitate to say too much about this thing until at least another month has passed, for that will really tell the story, but the facts are exactly as stated, thus far, and the lobstermen are looking more cheerful than they have for years.

Weather Unfavorable

Weather conditions for the entire midship section of the month were not favorable for anything except maybe, raising pond lilies. It rained and blew great guns, and the fog was so thick for days on end that a man couldn't see to light his pipe in broad daylight unless he had a lantern. We dunno how it is with other lads in other places, but our gang just can't stand it to be wet with rain-water. The hand-liners quit entirely, and the draggers didn't do so hot either. The swordfishermen, what few there are, hove-to offshore and jogged, for they couldn't do anything else. Just the same, when the fog lifted as it did at times, they raised some fish, and it looks as if they might get more swords this season than they anticipated. It might interest some of the old-timers to know that Capt'n Frank Butler is once more in the pulpit, and nailing 'em, just beaft the fin, as in years gone by.

Scup

The haul for the month ran heaviest to scup, inshore, with this body of fish hanging in all the deep holes and running to good sizes. The market for scup is better than usual which may be due to the fine average size. Maybe not; we don't know.

Blackbacks and Yellowtails

In bolder water, both blackbacks and yellowtails seem to have laid bunched-up, but the log failed to impress anyone, due to the weather conditions, although things picked up as soon as the moon changed and the fog went to looward.

Bluefish

Some bluefish showed up, but none very large. The question of bait is involved here. Given plenty of feed, these fish will hang on and grow like nobody's business, providing good fall fishing. But even a blasted skate, which hasn't any cussed sense at all, will cut and run if the grub gives out, so nobody will think strange if the blues move if the feed runs low.

Capt. Jackson Put Extensions on Rake

Shellfishing hold up the best it has in years, with the bull-rakers making very good money. Capt'n Bob Jackson, who gave up vessel fishing slightly more than a year ago, has put some extensions on to his rake which deserve mention. This rake has twenty-eight teeth instead of eight or ten, will hold two to three hundred quahaugs, and has a leg to support its weight, when hauled up and turned over for culling. Naturally, it is an impliment designed for use in shoal water where men wade and haul it, but it saves plenty of time and grief. The weight isn't so much because it is built of light material.



on Bethanized Trawler Line

The word "bethanized" isn't just a fancy term. It means that the zinc coating is applied to the trawler line by electricity—a process that does not use high temperatures. The results are as follows:

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New Brunswick Sardine Herring Plentiful

By C. A. Dixon

ALTHOUGH the latter part of July saw a slacking off in the catches of sardine herring in Southern New Brunswick, which from April 15 and thereafter until well past the middle of July had been phenomenal in respect to continuity of supply, weirmen in various sections of Charlotte County, N. B., continued to get quantities of fish which in other years would have been deemed very satisfactory. There seems to be a lot of fish playing around in the tidal passages and bays as August comes in and it is expected that the "August Darks", named by fishermen as the first run of tides, with no moon, will bring with them another bumper crop of fish which will make the season of 1941 something to wonder about in future years, as all records for steady fishing have already been broken. The fish, too, until July, had been of the very best size for canning purposes, but lately the fish schools have been more or less mixed, quite a percentage of larger herring being found in the catches taken in many places. St. Andrews Bay fishermen as well as those at Deer Island have had a good season and there is plenty of time yet for both regions to catch and sell many thousands of dollars' worth of sardine herring before the snow blows. Many fishermen have paid debts on weir property and equipment which have accumulated for a number of years prior to 1941, and in addition have money left for expenditures in new gear which has been sadly needed for the proper prosecution of the fishing industry. New boats also are being purchased or built, and it looks now as if the tide has turned definitely in favor of those who gather harvests from the sea. With four months to go there seems to be no reason why the great majority of sardine fishermen should find themselves minus plenty of funds to carry them over the Winter months and to properly equip them for a repeat year perhaps in 1942. Gross receipts at one weir at North Head, Grand Manan totalled \$11,000 up to the middle of July.

Largest Fish Weir in Maritime Provinces

Here's something that every fisherman from Saint John, N. B., to Portland, Me., will be interested in. A report from Grand Manan states that the largest fish weir ever built in the Maritime Provinces, and probably anywhere else, is the "Asylum", a structure erected at Hardwood Cove in Seal Cove Sound. Now most sardine weirs or herring weirs are built on a fifteen or twenty-two fathom sweep, that is, the semi-circle shape of the weir is determined by using a rope fifteen or twenty-two fathoms long from the mouth stake and driving all the other stakes in the semi-circle or near semi-circle at the farther end of the stretched rope as it is swung around as each stake is driven so many feet apart until the hook stakes are finally placed in the mud or sand at each end. This is not a very lucid explanation of the procedure but fishermen understand the method. Well, the new weir at Grand Manan has been built on no less than a thirty-five fathom sweep, or in other words it is two hundred and ten feet from the mouth stake to any part of the semi-circular bunt of the weir—a nice little row in a dinghy when ticking the weir to determine how many fish might be in it at any one time. It is claimed that the weir will hold five hundred hogsheads of fish, easily, and some estimate its "breathing capacity" at almost double this quantity, although this may be stretching it a bit. The weir will be watched with more than ordinary interest, and old-timers prophesy that it will be a "killer".

Herring

Herring at Grand Manan are reported as being scarce but it is expected that a new school of fish will strike there in August. The fishermen and others in this section of New Brunswick are optimistic regarding the 1941 season as the demand for fish of all kinds remains keen and steady as July ends. Some fish have been taken ashore to various smoking centers and large fish suitable for kipper snacks, and too large for sardines, are being sold right along to Connors Bros., Ltd., of Black's Harbour, which firm does a big business putting up fish of the kind mentioned as well as canning a half million cases of sardines, annually.

Buda Has 60th Anniversary

THIS year the Buda Company of Harvey, Illinois is celebrating its 60th anniversary. The Company was founded at Buda, Illinois in 1881 to engage in the manufacture of railroad track maintenance equipment, with but a score of employees. Through the years the Company has continued to expand, branching out in many directions, until today it employs 1600 workers in a 13-acre plant.

A significant date in the Company's history was 1910. Then the Buda Company began making gasoline engines for trucks, buses, taxis and boats. In 1926 Diesel engines were added and since then have become an important part of their line. In 1933 the Lanova type of "Controlled Turbulence" Diesels was incorporated with the other Diesels.

Today Buda is beginning to spend the largest sums in its history for development and research. Its management is pointing towards a post war program whereby equipment now being made for the Government may be diverted to industrial pursuits.

Price in New Mackay Radio Post

MACKAY Radio and Telegraph Company has announced the appointment of Eugene H. Price as Commercial Manager at New York, a new position created by Mackay Radio's increased activity on the Eastern seaboard. Mr. Price has been Commercial Manager for Mackay Radio at San Francisco. In New York Mr. Price will be occupied principally in the development of business handled on Mackay Radio's international and domestic radiotelegraph circuits and will work closely with Walter V. Russ, Mackay Radio Marine Manager, in supplying shipping companies and others with communication service.

Because of expanded activity the Marine Division recently moved from its former headquarters in the International Telephone Building to larger space in the Port Authority Commerce Building at 111 Eighth Avenue, New York, through which all ship radio servicing is now handled.

Drakely With Federal-Mogul

HOWARD "STEVE" DRAKELEY, well known for his twenty years of service to boat builders, dealers and shipyards all over the United States, is now with Federal-Mogul Corporation, Detroit, Mich., as a Special Representative to aid in serving their expanded business in the Marine Division.

Book on New England Industry

A NEW book entitled "New England's Fishing Industry" has just been published by the University of Chicago Press, 5750 Ellis Ave., Chicago, Ill. Written by Edward A. Ackerman, Harvard University instructor, the book describes how quick freezing and efficient refrigerated transportation are revolutionizing the distribution of perishable foods, and how with the greater need for sources of protein now existent, the New England Fishing Industry is entering a new phase. Mr. Ackerman describes everything associated with the fisheries, and his book is said to be the first work to apply modern geographic methods to the amphibious world.

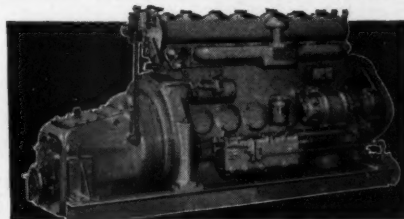
It evaluates the fisheries as factors in locating other cultural phenomena in the region, and treats of the forces which impel the movement of the fishery products. The price of the book is \$4.00.

Babb Named Booth General Manager

JERVIS J. BABB has been appointed General Manager of Booth Fisheries Corporation, according to an announcement made recently by R. P. Fletcher, Jr., President. Mr. Babb comes to the Booth organization from the management engineering firm of Booz, Fry, Allen & Hamilton. Previously he was Manager of Retail Sales of Standard Oil Company (Indiana).

Mr. Fletcher also announced the appointment of R. E. Matthews as Assistant General Manager. Mr. Matthews was formerly Manager of Booth's Toronto branch.

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It will be to your advantage to check the Murphy Diesels. They are full reversing, dependable and extremely economical to operate.

They come in 3 sizes - 4 cylinder, 85 HP - 6 cylinder, 135 HP - and 8 cylinder with super-charger, 160 HP - These are heavy-duty continuous ratings.

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MARINE BARGAINS

Diesel Marine engines: 110 hp. Cooper-Bessemer, rebuilt, \$2250. 230 hp. Cooper-Bessemer, rebuilt, \$6600. 180-210 hp. Fairbanks-Morse, Model 35B, good condition, \$4500. One pair Wintons 225 hp. ea., air inj., Model W35, \$5000. Gas Engines: Gray 4-56, rebuilt, no starter, \$125. Chrysler, 125 hp., six cyl., rebuilt, \$285, and many others. Fishing Smack, heavy construction, 57' x 15'6" x 6', Caterpillar Diesel 110 hp., like new—make good dragger, \$8500. Our listings cover all types and sizes of commercial boats. Write us as to your requirements. Knox Marine Exchange, Camden, Maine.

WANTED

38' to 50' work boat, roomy cock-pit, cabin to sleep 4. Describe fully and send snap-shot. G. F. Avery, P.O. Box 22, Shawsheen Village, Andover, Mass.

ATLAS DIESEL ENGINE

70 hp., 4 cylinder, 7 1/2 x 10 1/2, reverse gear, Atlas Imperial, good running condition. Address L. R. Beatty, 632 Race St., Philadelphia, Pa.

STANDARD DIESEL ENGINE

280 hp., 6 cylinder, 11 x 15, Standard Diesel, good running condition. Address Chester A. Poling, Inc., 99 Wall St., New York City.

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Lester & Toner, Inc., Fulton Fish Market.

South Fish Co., 31 Fulton Fish Market.

Frank W. Wilkisson, Inc., 16 Fulton Market.

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